

# ACORN

The Architectural Conservancy of Ontario Inc. Newsletter



Summer 1988

## RAILWAY ISSUE 1



# ACORN, XIII-2

SUMMER 1988

## The Architectural Conservancy of Ontario Inc.

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Telephone (416) 367-8075

A society incorporated in 1933 for the preservation of the best examples of the architecture of the province, and for the protection of its places of natural beauty.

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### Cover Photo:

Canada Southern Railway Station, 1870s, St. Thomas, Ontario, from the south-east with a "Chessie" (Chesapeake and Ohio) freight approaching.  
(For further information see St. Thomas, under Around and About Ontario)

P.J.S. Photograph, October, 1984

## EDITORIAL

Your Editor-in-Chief is a dilatory type who drives too much around this sparsely conserved Province in search and service of odd conservation projects guaranteed to keep him out of mischief, away from the drawing board, yet still in constant trouble. Exciting - yes, challenging - yes, exhausting - somewhat, time consuming - certainly, helpful to putting Acorn out - definitely not.

This Railway Issue is a first, a trial run. And our cup runneth over: there is so much material out there as yet untapped that such an issue can easily be repeated, even in the relatively near future. Don't stop collecting material: if you have something, let us have it for the future. As our local railway network shrinks with alarming rapidity it is vital to hang on to those usable parts still around. For it is unlikely that there will ever be enough steam and enthusiasts sufficient in number, great enough in force, and well enough endowed to undertake the small miracles you see in Britain. More's the pity for in particular I would hate to see the loss of the Prescott to Ottawa one of the earliest north/south lines to survive, or have to give up the Credit Valley line past Inglewood, Credit Forks, Cataract Junction and on to Owen Sound where Freda (my first English bull-terrier) and I travelled up from Toronto, got off at the Forks and walked back to Inglewood to catch the down train - in the 1940s! And long shall I remember the Bobcaygeon Special which busily shuttled freight cars in Lindsay en route and from whose open end one could watch the rails run out into wooded infinity: the line has long gone.

However I make no pleas, no excuses, but just express one wish, that I could be a full-time Editor and that other essential work did not have to intervene. It is an enjoyable occupation, but it does require some time and not a little care. Yet I hope this issue you have long awaited still provides some interest to you.

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## PRESIDENT'S REPORT

From the Annual Meeting, London, Ont. May 14, 1988.

First, may I thank the London Branch and its members for hosting this meeting. Not only do they have our meeting but soon they are celebrating their geranium walk - and we all know how much organization and care goes into that very successful project.

Looking back over this past year, I am continually impressed and grateful for the tremendous amount of work done so graciously and efficiently by volunteer members of the Conservancy. This is a great organization and now has begun to have its own heritage of service, expertise, imagination and skills.

We've heard from Julia Beck this morning and we welcome her report and the opportunity to review and implement (after good democratic debate) her recommendations.

This year we moved the office into the Ontario Heritage Centre and negotiated a fair and reasonable rent with the Ministry. We did not take this move lightly for we, as you all know, try to keep administration expenses to the minimum -but it seemed logical and reasonable to be with other Heritage Groups and to be in the position to hold Executive meetings of some size when everyone could have a chair.

I would like to especially thank Mrs. David Hughson - Ann for her perseverance, patience and good spirits during this move. And a special thanks to Margaret Tucker, who is leaving the executive this year and was a tremendous support.

Marion Garland retired as the editor of the ACORN - and Peter Stokes has taken over her post. To my great amusement I find that Peter's editorials (which used to leave me looking up our legal counsel's phone number) are almost gentle compared to some of the material that came out of Marion's quill. Now I realize this is a dangerous statement to make but those of us who have felt Marion's caustic and sharp wit will understand - but Peter don't take it as a challenge.

The format of the ACORN has changed to three columns and there will be 4 issues a year - all going well.

I believe the ACORN is a very special magazine and I hope that there can be more recognition of its pioneer work in the field of architectural and natural conservation. At the moment they are being organized for cataloging. And we hope to reprint some of the major articles as broadsheets.

Branch newsletters deserve a special congratulation. They are very important and extremely original and entertaining. I am aware that many are done on a shoestring and I hope this year to try to find financial ways in which to give them some assistance - not to change them - but to help cover some of the routine, time-consuming work so necessary.

The Advisory Board continues to give distinguished and unusual volunteer assistance to inquiries around the province. It was at a meeting of the Board at Mr. and Mrs. Sculthorpe's that the resolution to recommend to the Ministry in its Heritage Policy Review that a province-wide listing be done. A copy of our subsequent letter to the Ministry appeared in the ACORN - May issue (1988). This could be our major project for the next while.

The Bieniewski estate gave us \$50,000 for the Heritage Fund and \$10,000 "to establish a separate fund, the income from which will be awarded as a prize from time to time, as and when appropriate, in memory of the late Count Walter Bieniewski. The prize funds will be applied to recognize and reward outstanding achievement of an individual, an organization, or a Branch of the Conservancy, in the areas of preservation, protection, conservation, research, or documentation or critical comment by writing or other media, related to the objectives of the Conservancy."

This prize is yet to be awarded and I challenge all branches to put on their thinking caps and send us your recommendations.

The increased access of funds through endowments and gifts has increased the work of our Treasurer, Douglas McPhie. As a person whose major investments have been mostly of the Canada Saving Bonds mentality - I found him a wonderful support and reassuring advisor on the accounts of the organization. The clarity of his Financial Statements attests to this and I advise those who struggle with their branch accounts to attend his session this afternoon.

Our secretary, Betty Dashwood is going off to work in the election and the party who is lucky and wise enough to get her is fortunate indeed. Her minutes made great reading; clear and forthright.

I would like to also mention especially, and thank, George Millar - our lawyer volunteer behind the scenes.

Now a personal word. I have just returned from England and a tour with the Association of Preservation Technology.

The English, who have already led the way in historic preservation through the National Trust, English Heritage and many other passionate groups, are now looking at the heritage of the great commercial and industrial areas - the potteries, the forges, the blast furnaces and the dockyards . . . that dark and perhaps Satanic time of the Industrial Revolution.

It is an exciting area and a challenge to Canada and perhaps especially to Ontario where many ghost towns give us a faint hint of other lives and other pursuits.

And the English as they look at industrial man do not overlook their current problem of need for reasonably priced housing and shelter. Housing projects are emerging in dockyard and technological villages. Ironbridge Gorge and Olivers Wharf in Wapping are two developments. Unfortunately the dockyard development is appearing to be almost too successful. And Canadians will be interested to know that the Canary Wharf project is being done by Olympia and York -the Reichmanns.

It would be my hope that The Architectural Conservancy of Ontario could take a leaf from the English experience and while continuing its preservations of the best in architecture and landscape, could make a strong plea for an awareness of the need for affordable housing and shelter and give an imaginative look at the reuse and new use of some of our industrial buildings.

Many thanks to you for your patience and support.

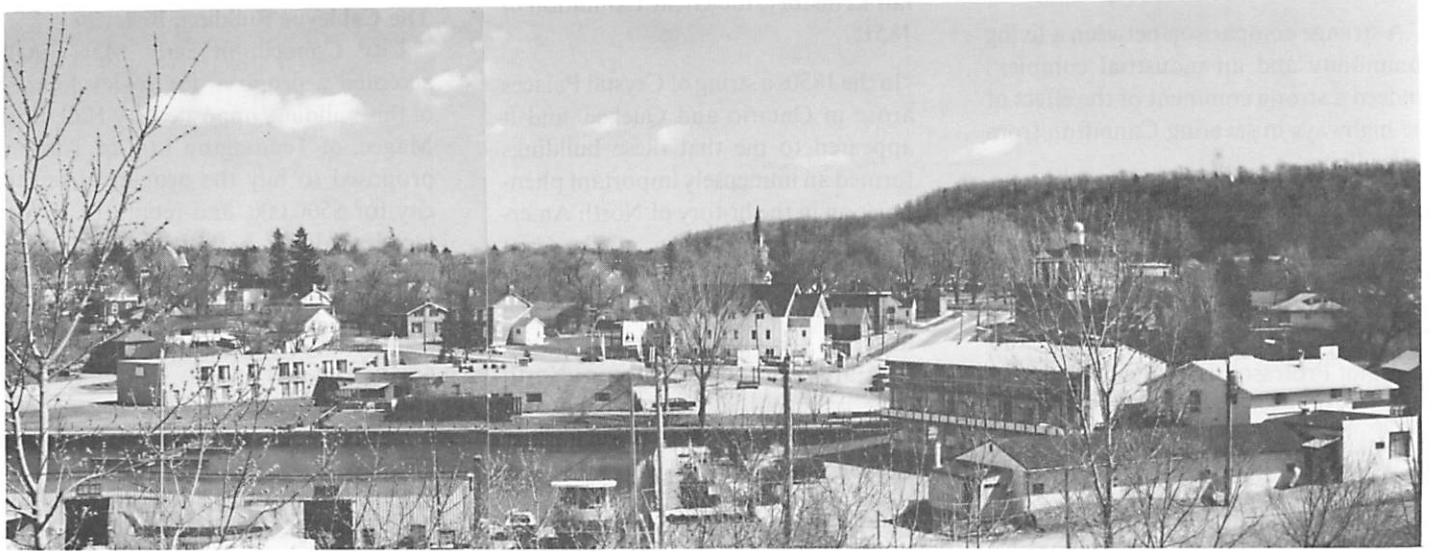


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## BRANCH NEWS FROM EAST TO WEST

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### QUINTE REGION



Picton Harbour from the bluff behind East Main Street, a view which includes the courthouse (right), spire of Old St. Mary Magdalene's (County Museum) centre, with replacement to Tecumseh Hotel below, a view likely to be blocked by proposed development on the near shore beneath.

Photo by G. Miramontes, Spring, 1988

### PAST EVENTS

Continuing our reports on our series of third-Sunday walking tours, we record high turn-outs of members and local residents wherever we go, and in spite of inclement weather.

Our walking tour of Belleville churches (March 20) treated our group to a variety of architectural styles, and access was gained to the interior of five churches, including St. Thomas Anglican Church—a limestone construction gutted by fire several years ago (arson believed as cause), and now fully restored exterior masonry, with a modernized interior.

April's tour offered, along with scheduled walks around Picton harbour, a charter boat cruise. This unique approach to our tours allowed the opportunity to realize the scale and dramatic setting of the harbour, as it played an important part in the settlement and development of Picton, especially during the prosperous barley days of 1860-1890. Steamships and industry in the harbour are now replaced

with pleasure craft and tourism, recognized as a major industry in all of southern Ontario.

#### Cannifton

Imagine entering a small community, seeking information at the general store, to discover the cashier does not know the name of the minister of the church next door, nor where he lives.

Our walking tour in May took us to such a community, just two minutes north of Belleville, now neatly hemmed in by major highways on three sides, and by a major industry on the north.

Upon first examination of Cannifton, we were greeted with some amount of hesitation, perhaps stemming from embarrassment felt by the current community.

We viewed numerous limestone buildings, many in good shape, and either untouched, or with slight modifications. Yet many buildings received speculation from our tour participants: buildings reclad in vinyl siding — over limestone?

We considered the state of the abandoned schoolhouse, abused by its last modification — an unsympathetic addition at the rear, carried out after a previous addition matched the original. The school, a focal point in the community, now abandoned and left for dead at a crucial intersection. Its replacement is a modern sprawling school on one of the highways surrounding Cannifton. Not only has the community been encircled and environmentally isolated, its life blood has been withdrawn from its very core.

Hidden atop a knoll, opposite the United Church, we discovered a tragedy now camouflaged by overgrown lilac bushes, the cemetery abused and abandoned as well. A Centennial project gathered, with good intentions, all the gravestones to a central heap, where they now lie broken and overgrown with poison ivy.

However, comparing the state of Corbyville to the north, we were welcomed with a well-maintained, groomed environ-

ment – especially clean for an industrial park (at least by what could be judged from the public access). Of particular note was the pedestrian-oriented environment, especially the human usage of the parking area, which provides adequate landscaped buffers of greenery, trees, walkways paved with tiles, etc.

A strange comparison between a living community and an industrial complex! (Indeed a strong comment of the effect of the highways in severing Cannifton from Belleville.)

#### Conservation News

A letter has been received by all interested local parties (including this branch), from a Mr. Charles E. Brownell, Acting Director, Preservation Program and Assistant Professor, Division of Architectural History, The University of Virginia.

It begins: "Gentlemen, It has delighted me to read . . . news that the future may hold restoration in store for the Picton Crystal Palace. The building, it seems to me, abundantly deserves just that kind of attention."

While Mr. Brownell served as a visiting Faculty member in the art department at

Queen's University (1982-84) he

"seized the opportunity to study the North American offspring – and more particularly the Canadian offspring – of the epoch-making Crystal Palace that Sir Joseph Paxton created in London in 1850-51 for the first world's fair in history, the Great Exhibition of 1851.

"In the 1850s a string of Crystal Palaces arose in Ontario and Quebec, and it appeared to me that these buildings formed an immensely important phenomenon in the history of North American Architecture. Also, all the Canadian Crystal Palaces of the 1850s have been demolished. As far as I was able to learn, the only nineteenth-century Crystal Palace to survive in North America is yours in Picton, a handsome miniature version of the lost Kingston Crystal Palace."

The Crystal Palace of Picton, well-documented in *The Settler's Dream*, was actually built in 1887, celebrating its centennial with Picton's sesquicentennial last year.

Negotiations are continuing as to the

best methods to restore this building with its extensive glazing, which has since been boarded over to cope with vandalism. The immediate problem however is a leaking roof. Does this sound like a familiar problem for Prince Edward County Council?

#### The Cablevue Building, Belleville

City Council, in early May, finally accepted a proposal for re-development of this building, opposite City Hall. Brian Magee, of Teddington Ltd. of Toronto, proposed to buy the property from the city for \$500,000, and retain the historic façade, adding a fourth storey with a peaked roof and clocktower-cupola and building a comparable two-and-one-half-storey structure on the adjacent lot to the north. The carriageway will be retained, and pedestrian access will be gained to the courtyard of the complex, situated along the bank of the Moira River. The accompanying illustration demonstrates this development where demolition once seemed inevitable.

Magee estimates construction will begin shortly with an opening date sometime in the spring of 1989.



Teddington proposal for Cablevue Building, Belleville.  
Courtesy The Intelligencer 7 May, 1988

## FURTHER COMING EVENTS

Walking Tours — Campbellford, industrial buildings on July 17th; Prince Edward County Modern Building Trends on August 18th; Waupoos on Sept. 18th; and on October 18th, our branch is hosting a walking tour of Napanee, and is expected to differ from Napanee's House tour the month previous.

Thursday, June 2nd 1988 while Ontario Council was in conference, demolition was taking place in Historic Kingston, in blatant disregard for the Heritage Act, and in violation of city bylaws.

"No-one can stop us! warned Richard

(Tracy) Christie, of Great Northern Developments of Toronto, less than a year ago, when he proposed a shopping mall on Kingston's main street. Armed with a demolition permit for one building, the Asia Restaurant at the corner of Princess and King streets was levelled. Work stopped around 6 p.m. and everyone went home. A short while later, the demolition crew returned and proceeded to demolish yet two more buildings adjacent, without a permit. More important to the Conservancy, however, is the fact that these two buildings were both designated under the Ontario Heritage Act.

All three buildings were gutted by fire this past January, but investigation revealed that the façades could be retained. In fact, the local architect hired by Christie has planned to incorporate the remaining elements into his design.

The entire city of Kingston was in shock and uproar as City Council decided its next move. Stiff fines are in order for such despicable flaunting of the law of the land. Designation still does not guarantee protection of our architectural heritage.\*

\*Ed Comment:

Especially where some people are involved!

## PORT HOPE

### The Bluestone Is Blue Again

Through much of last year, Port Hope watched as its most famous landmark, the Bluestone, underwent a thorough and much deserved exterior restoration. Residents were indeed curious as the 1834 mansion, shrouded for seven months by scaffolding and visited by an endless parade of masons, carpenters and other handymen, took on a rejuvenated appearance. At a recent evening slide presentation, the monumental project was explained to the local ACO by the present owner, Don Rumgay.

Even those with only a passing interest in Canadian architecture know the Bluestone as an exceptional building. The two-storey gable-roofed form is typical of the early period, but the house stands apart for its innovative use of Greek-inspired detail. When new, its bold mouldings and Greek trim were a departure from the "Loyalist" custom, and in the fashion of the day, the house was built in stone and finished in a coating of stucco, the latter scored to resemble ashlar. This grand character stood largely unaltered over the years, but even the best houses are subject to decay, and in the case of the Bluestone, the most pressing dilemma facing Mr. Rumgay was what to do about the stucco.

Much of the original rendering had been lost over time, and attempts at repair



The Bluestone, 1834, in its newly restored state.

and patching proved unsuccessful. Historical authenticity guided the project, so the only solution was to replace the remaining stucco with new compatible material. It was no easy task, considering that traditional stucco seems to be a dying art, with few practitioners these days. Then again, there was the problem of removing the existing material. The best results came slowly as a worker patiently chipped away at the old coatings with a tool to reveal the original stone walls beneath. (The courses were found to be uneven, and the masonry

not uniformly dressed, which laid to rest any concern over the authenticity of stucco as the original finish.) Finally the new lime-based stucco was applied, the third and last coat coloured a deep grey-blue. The tone matches remnants of the original 1830s rendering found under sills. The colour, of course, earned the house the name "Bluestone".

But the story doesn't end with the stucco. The chimneys were in alarming disrepair; the cornice gutter and trim had

rotted severely; the original lintels and window sills, executed in attractive red sandstone required replacement but matching stone was hard to come by. Further, a cedar-shingle roof was re-introduced and new rainwater heads were fashioned after the old pattern. Lastly, woodwork was scraped to determine colours appropriate for the trim and shutters.

The restoration was an extensive (and expensive!) project, but all local architecture buffs agree Rumgay's efforts were well worth it, and the town can be all the more proud of its most special landmark.

### Stores Restored

There's good news on Walton Street, Three of Port Hope's most important downtown buildings have been acquired by local owners with a taste for history. Although tarnished with age, all three structures are significant not only as examples of vintage commercial architecture, but they rank as integral components of the beautifully preserved streetscape for which our town is justly famous.

Currently undergoing restoration is the Gillett building, an 1845 structure at the corner of Walton and Queen. Standing three storeys high, the block has a massive, dignified appearance, all the more memorable for its acutely angled plan devised to correspond to its irregularly shaped lot. The angled building is softened by a rounded corner (which now houses the main entrance), an ingenious device often used by Port Hope's 19th-century builders when faced with a wedge-shaped site.



The Gillett Block, 1845, about to undergo restoration. Note angular plan.

The building fared well over the years but lost its original 6-over-6 sash, which will be restored in the current renovations. Likewise, there are general maintenance tasks to be completed such as roof repairs and chimney restoration. Originally, the building contained no windows on the Queen Street side, but No. 33 Walton Street, the corner section was updated with Victorian-style bank fronts on both the Walton and Queen elevations in the 1870s. (It was at this time that the main entrance was moved to the corner.) Altered once again in this century, the Victorian look is serving as the model for the restored façades. Under the watchful eye

of Robin Long of Long Brothers Limited, it is hoped the restored building will be ready for commercial occupancy in the early fall.

Even more ambitious is the restoration of the Customs House. Assumed by some to be beyond repair, the c. 1840s symmetrically-styled block was purchased by Bluestone owners Don and Joan Rumgay earlier this year. Already crews are hard at work gutting the interior and then the real work can begin: the façade has sagged noticeably over the years and extensive rebuilding and structural support will be necessary to right the building. Replication



The sagging fortunes of Port Hope's Customs House (left) have taken a turn for the better. Waddell Block at right.

Port Hope's impressive Waddell Block of 1845 is in safe hands.



of the original shopfronts is also a priority. How refreshing to see this riverside building getting the attention it deserves.

As if the Customs House wasn't enough, the same couple has also purchased the huge commercial building next door, the Waddell Block, better known as 'No. 1

Walton'. Standing at the most visible intersection in town, this is without question one of the most important landmarks in Port Hope. Thought to have been built as a hotel in the 1840s, the block abounds in impressive detail, from intricate window trim to Flemish bond masonry to cut-stone pilasters. Compared

to the Customs House, 'No. 1' requires minimal restorative work, with masonry cleaning and replacement of shopfronts among the tasks to be completed. Ample archival photographs will serve as a guide for the project. The present mix of retail and apartment use is expected to be maintained.

## TORONTO REGION

Many organizations disband for the summer. A.C.T. does not. President Alec Keefer has announced two walking tours that will introduce all who attend to the art of "reading" buildings. The first walk on June 26th at 2 p.m. started at the north-east corner of Carlton and Yonge Streets. The tour ended at Yonge and Bloor. The second walk took place on July 17th at 2 p.m. Starting at the north-east corner of King and Spadina, the group walked north through the garment district to College Street.

September is "Terracotta" month for A.C.T. There will be a series of events from September 22 to 25. The times and exact dates have not been finalized at time of writing but will be included in the summer A.C.T. newsletter. The information also can be obtained from the A.C.O. office. The events will include the giving of the Award of Merit to Moses Znaimer for his purchase of 299 Queen Street West (the former Ryerson Press), a tour of other significant terracotta structures in Toronto, and lectures on terracotta, its formation, installation and restoration. The lectures will be given by authorities in this field.

In November, the focus will be on churches. A bus tour of significant examples will range from Sharon Temple north of Toronto to as far away as Lakefield. On November 13th Corey Keeble of the R.O.M. will lecture on St. Peters church (at Carlton Street). Late in November, St. Anne's church, the only pure Byzantine structure in Toronto will be presented with an Award of Merit. This beautiful building has many important works of art painted on its walls and

ceilings. There are nine paintings done by members of the Group of Seven, four by F.H. Varley, three by J.E.H. Macdonald and two by F. Carmichael. Thoreau Macdonald (J.E.H.'s son) was responsible for three paintings, and there are four works that were executed by the two well-known sculptors Frances Loring and Florence Wyle.

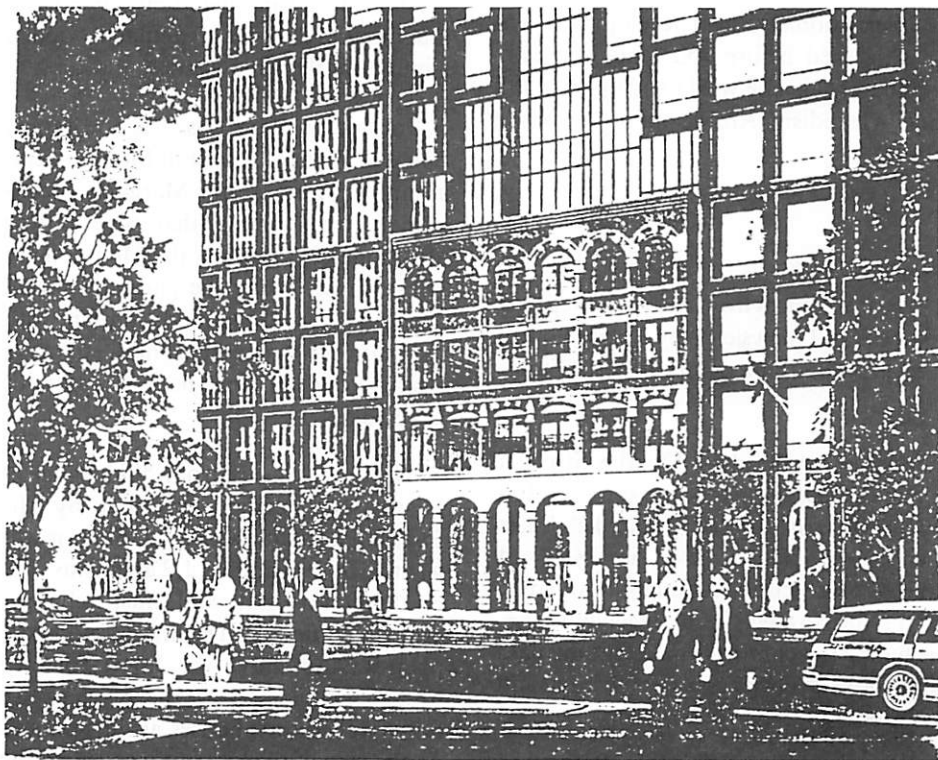
### Façadism

All but the face of an historic five-storey building in downtown Toronto at 74-76 York Street will soon be erased by a sixteen-storey office tower if a developer gets his way. Even the face will be changed. First it is to be dismantled, the stonework saved and used with new brick to create a

façade of a different size and not on its original site. In return for "saving" this façade the Toronto Land Use Committee would give the developer a density bonus of 10 per cent or 2,322.5 square metres. The Toronto Historical Board is not pleased with the plan and neither is A.C.T.

The following letter of protest was sent to the Land Use Committee from A.C.T.

"We request that the Land Use Committee defer the draft by-laws pending a further detailed report from the Planning and Development Department on the appropriateness of the density bonus sought for the preservation of elements of a portion of an historic building; which is



Proposal for 74-76 York Street, Toronto.

to be dismantled, relocated not on its original site; not to be in its original configuration and not be composed of its original material.

If this item proceeds today you will be establishing a significant precedent by allowing a developer to reassemble decorative elements of a structure along with new building materials and therein qualify for a density bonus. In this case 25,281 square feet.

The supplementary report we request should outline and clarify the standards by which the Planning Department reached the conclusion that this proposed development, "a replica", merited density exemption.

If we are to work together to build a better city the public must understand what the criteria are that lead the Planning and Development Department to reach the conclusion they here present.

Even if the façade of 74-76 York Street was being exactly recreated on its original site using all of the original material we would remain skeptical as to its merit as preservation. Does the fact that the Toronto Historical Board refused to designate the building indicate support for our position?

Internationally, the redevelopment process detailed before you remains highly controversial. The world wide jury is still out on façadism. Are we out of step or are they?"

### **Briarly**

The following is from an article prepared for the A.C.T. newsletter by Robert Given, a member and noted authority on Etobicoke.

"On the south side of Dundas Street, a block east of Thomas Montgomery's Inn stands "Briarly", one of Etobicoke's finest Century Homes. Erected in 1850\* of stucco construction, its design shows some of the finer aspects of a Regency house, including tall chimneys linked at the base and boxed cornices with frieze and brackets.

When first erected (for John B. Bagwell by David Lyle Streight) a verandah



Briarly: A century home in Etobicoke

extended across the front door, the upper panels of which are glazed in a delicate frosted design. Decorative sidelights complement the entrance. Above is a mullioned transom delicately curved and matching in design the moulded wooden trim above the windows.

For many years this was the family home of William Johnston Montgomery, a son of Thomas and Margaret Montgomery, and during that time it was affectionately known as the Montgomery Homestead. Today the gate and picket fence and park-like grounds combine with the beautifully maintained house to make Briarly one of the beauty spots of Etobicoke."

The foregoing is from "Sidelights of History" published in 1975 by the Etobicoke Historical Board. Since it was written Briarly and its 1.2 acres was sold by the Gunn Estate and drastic changes are being proposed. The first development plan was to move the home forward toward Dundas Street and place twelve tall attached townhouses at the rear and on the side of the lot - aptly called by the neighbourhood the "Berlin Wall scheme".

A second plan has been introduced, which will place nine free-standing condominium residences on both sides and to the rear of Briarly - the "Stonehenge plan" in the neighbours' parlance. Briarly itself may then be converted into an art gallery and/or office building complete with fire escapes, and off-street parking in the front.

All large trees will be eliminated and the green open space will be reduced by more than half. The new units are to be designed with family occupation in mind, but with very little open space. The height of the proposed buildings and their proximity to existing houses will create an invasion of privacy.

Reconstruction schemes such as the above will destroy the homestead atmosphere and permanently sever links with the past. We ask that Etobicoke reopen this issue; the site clearly merits a zealous heritage planning approach.

#### **Ed. Note:**

Evidence revealed in a more recent examination indicates that the building, probably the rear section, may date from before 1850, but extensive renovation and enlargement occurred in the late 1860s or early 70s.

### A.C.O. A.G.M. 1989

Its our turn and already we are starting to make plans! Surely the key to a well-attended and successful Meeting in Toronto is accessible accommodation. That means billeting. We promise to do our best. By the next issue of Acorn we hope to announce a firm date and even a tentative programme to induce all busy A.C.O. members to include us in their Spring plans.

### HAMILTON-NIAGARA

This spring has been a busy season for the Hamilton-Niagara branch with much of our time spent preparing for the second Home Restoration Workshop. Held May 7th at Mohawk College in Hamilton, the workshop was a success but unfortunately the good weather deterred many prospective participants. Though the attendance was modest compared to our workshop last February, the day was both informative and enjoyable.

The theme of the workshop focussed on the more technical aspects of restoration which included talks by Richard Untermaier on Energy Conservation in Heritage Buildings, Gail Sussman on Practices and Principles of Restoration and Wendy Shearer on Restoring Heritage Gardens. The branch executive found that although we were not strong in numbers that day, those who did attend were exposed to the type and quality of activities organized by the A.C.O. and subsequently chose to become members of our chapter. This was the real success.

The local Branch also supported the Hamilton L.A.C.A.C. in its efforts to save the historic Zellers building in downtown Hamilton. It was a difficult and unsuccessful battle against the city council who voted in favour of new development on this prime central property.



The Zeller's Building, 22-26 James Street North, Hamilton

A new design format is now being used for our newsletter which will give our chapter a higher profile in this most important form of communication with our members. A short newsletter will soon be prepared for the summer months during which our thoughts will turn from masonry and slate to blue skies and sunshine.

Elissa Siroonian,  
Secretary-Treasurer



## HERITAGE CAMBRIDGE

### New Walking Tour

At our most recent Board of Directors meeting, Treasurer Alison Jackson announced with pride that 7,000 recently updated and improved *Walking Tour of Galt* booklets will be available from the printers by the first week of June. She also confirmed that the BIA has pledged to purchase five thousand of these over the next five years. It was noted that teachers within the Waterloo County Board of Education have indicated some interest in the tour booklets as tools for enhancing the local history component of their departments' curriculum.

It was agreed that a proper 'launch' of the tour was in order and immediately a committee was struck to organize the event. Sunday, June 5th was the date selected for the celebration with planned activities which included guided tours of old Galt (conducted by Heritage Cambridge Directors), an updated slide show in the Morris Lutz house, and the best feature of all - a strawberry social with refreshments. Our hope is that we can increase the public's awareness of the activities of Heritage Cambridge and that new membership can be generated through this and similar efforts.

For the remainder of the summer, volunteers will be on hand every Sunday to conduct tours of Historic Galt. The tour will begin at the limestone Morris Lutz house which is situated at the intersection of Water Street North and Thorne Street, just north of our glorious Carnegie Library building. *Acorn* readers are cordially invited to make a day trip to Cambridge to experience the splendour of our various historic downtown cores. Hespeler, Preston and Galt are all represented in Heritage Cambridge publications which will be available for purchase on Sundays at the Lutz house before and after the tours.

### Award of Merit

Jim Quantrell, Joanne Smart and Ross Wilson are to be congratulated for the successful organization of this year's Architectural Award of Merit competition which took place May 14th. This represents



126 Blair Road, given an Award of Merit for attention to architectural detail, care of the restoration and aesthetic sensibility.  
Photo by Ruth Boniface, 1988.

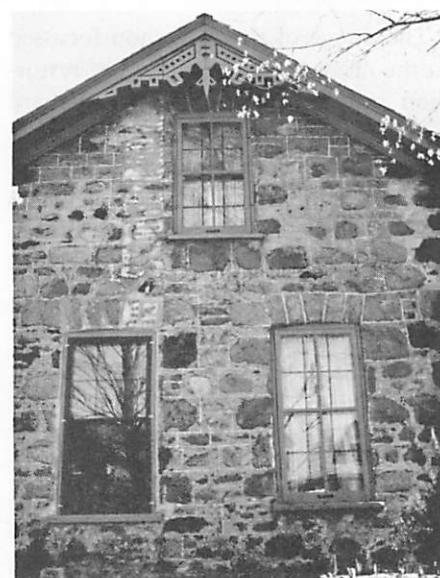
the first awards competition hosted by Heritage Cambridge since 1984-85. Three judges from outside of Cambridge were invited to adjudicate using the new forms developed by Jim and Ross. Of the nine entries received by the April 30th deadline, five buildings were honoured with an "Award of Merit."

Judges Lynne DiStefano, London, George Kapelos, Toronto, and Wendy Shearer, Guelph, began their day in Cambridge with a delicious lunch put together by long-standing H.C. Director, Joanne Smart. After all the sites had been visited, a series of black and white photographs featuring the buildings under consideration were shown. These provided the judges with a final overall picture of the entries.

As explained in the last issue of *Acorn*, four categories of awards were offered: (i) private residential, (ii) commercial, (iii) institutional, and (iv) architectural detail. Awards applicants were asked to specify what they wanted judged. Some examples of these requests include "porch integrity", "window replacement and other details", "front façade and back entry", and "overall exterior consideration."

The proud winners include the residence at 126 Blair Road (1885), Trinity Anglican Church on Blair Road (1844), Galt City

Hall on Dickson Street (1857), Galt Woolen Factory on Water Street South (c. 1843), and the residence at 41 Hopeton Street (c. 1870). Honourable mentions went to the residence at 16 McKenzie Street (c. 1873), the residence at 91 Cooper Street, and "The Olde Hespeler" on Queen Street East (c. 1843). The actual awards ceremony will occur in the fall. As a fitting end to a day well spent, Mr. and Mrs. Ross Wilson hosted an informal yet gracious dinner for all the participants.



41 Hopeton Street which received an Award of Merit for re-opening and restoration of lower left window.

Photo by Ruth Boniface, 1988 for Heritage Cambridge



## Heritage Cambridge Community Fund Project

Heritage Cambridge has been twice blessed: not only has it found in its pilot project a labourer's cottage which therefore aptly recalls Cambridge's industrial roots, it has also obtained in the same building an interior decorative finish which is rarely seen in Canadian houses: Victorian wall paintings. The local significance of this find is enhanced by the fact that these paintings were executed by a particularly gifted and fascinating member of the Galt family Baird.

The wall-paintings were executed in oil on painter's linen after the linen was fixed to the wall with an adhesive. They show picturesque landscapes which document the curious travels of the artist. From behind an arcade the viewer is shown

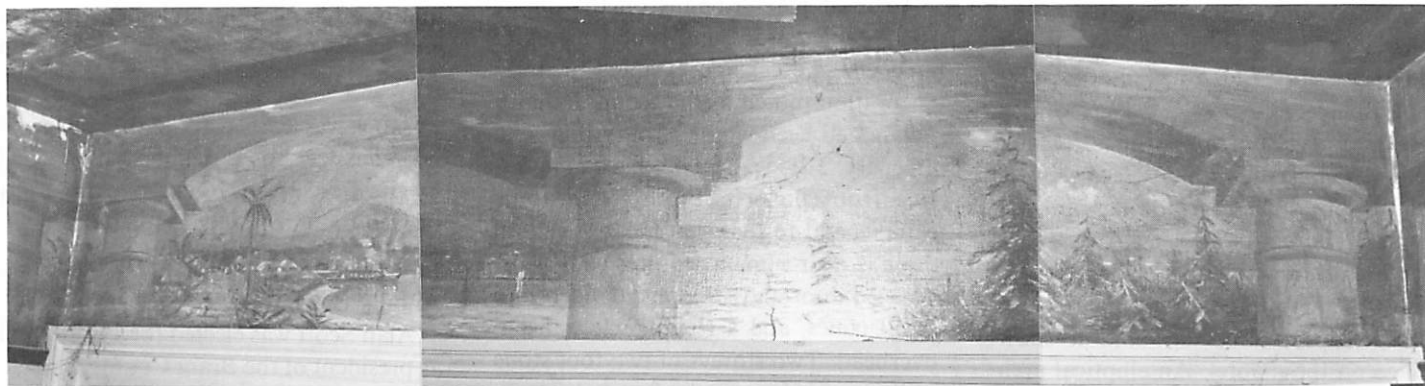
publicly endorsed the work of the Montreal firm and enlisted Notman's company to take photographs of the beauties awaiting the adventurous tourist who might travel the CPR from coast to coast on the new cross-Canada railway. Jack was working for Notman during one of these highly publicized promotional excursions and according to his family was one of the photographers given a much coveted cross-Canada pass. Perhaps it was this journey that inspired the rugged landscapes that many years later were painted at 89 Grand Avenue South.

In 1891, Jack was apparently transferred to Nova Scotia to assist in the running of the Halifax office of Notman and Sons; he is listed in directories as a photographer as late as 1896. Jack had been married for a number of years and had had two

Spanish - American War. The tropical palms and lagoons, as well as the various ships portrayed on the cottage walls in Galt, harken back to the two or so years spent in South-East Asia by the artist.

Jack Baird painted the walls and ceilings of 89 Grand Avenue South as a gift to his younger brother Jim. After the war, it appears that Jack returned to Halifax. About 1904, his two brothers Alex and Jim went to Halifax to help him move back to Galt where the remainder of his family lived. As a gift to them he painted their houses with trompe l'oeil designs and picturesque landscapes which illustrated the pastoral charm of the places Jack had visited during his interesting career as a photographer and as a navy volunteer.

Although those paintings done for Alex



The Baird Cottage, 89 Grand Avenue South (Galt), Cambridge. Interior Painting: from behind an arcade the viewer is shown a tropical setting on the left merging, curiously with a coniferous forest scene on the right. Photo by Justine M. Murdy, 1987.

scenes that are sometimes carried through logically from one archway to the next, and then sometimes not: Scottish meadows, maritime settlements, tropical lagoons, and rugged mountain vales. The advent of modern technology is limited to depictions of boats and ships; rarely are people portrayed.

The artist Jack Baird (c. 1857-1922) was a Scottish native who emigrated to Galt, Canada with his parents in 1876. Very little is known of the first ten years in his new land, except that in 1888 he began working for Notman & Sons, in Montreal. Notman & Sons was the prestigious photographic studio of its day - all of our nineteenth century Prime Ministers of Canada had their official photographs done at the Notman studio. William Van Horne of the Canadian Pacific Railway

children by his wife; however his wife died and shortly thereafter his children were sent to live with relatives in Galt and Detroit. According to a son, Jack then moved to Pennsylvania to work in chemical related activities. It was here that he joined the Pennsylvania Volunteers and then went to the Philippines to fight in the

have been lost with the passage of time, miraculously, the paintings done for Jim have never been covered up with paint or wallpaper. This is due in part to the fact that the cottage has only changed hands *twice* since the paintings were executed c. 1906, by Baird.



The Baird brothers: the man in the centre is the artist, Jack Baird, to his left Alex, to his right Jim, who owned the cottage at 89 Grand Avenue South from 1901 to 1959. The picture dates to 1910-15 when Jack had his own photographic studio in Brantford. Photograph courtesy of the Baird family.

Jim Baird purchased the house in 1901 when he was in his thirties. He was a draftsman for Canadian Manufacturing Company and evidently he too had an eye for good taste. He designed and built a new front porch which featured a picturesque conical roof and supporting Tuscan

columns; and it appears that he also designed the large glassed-in back sun porch which opened to his much admired flower garden and the Grand River.

After the death of Jim in 1959, the house remained unoccupied for a year at

which time the Johnson family purchased. Mr. Johnson who is now in his seventies sold the house to Heritage Cambridge last year when he learned that our objective was to use the house as the pilot project of the Community Heritage Fund.

## BRANT COUNTY

Early in the New Year, members and friends of the Brant County Branch, Architectural Conservancy of Ontario, enjoyed a winter outing while Christmas decorations were still in evidence. The group began with a tour of Conservancy headquarters, where many nineteenth century linens were in evidence, with crochet and embroidery work by Martha Feasel. Children's collage shadow boxes and cardboard Christmas motifs were also displayed. One room was decorated in a "country Christmas" theme. Architectural details by Phillip Secord were pointed out such as ribbon motifs on fireplace and newel post, an Adam style fireplace decorated with stockings, and a Neo-Romanesque red brick fireplace, also decorated with stockings and a snow village on the mantel. An elliptical arch over the fireplace with centre motif and outlining lights is a main feature, as are denticulated lintels over sliding doors to the original dining room, and a pillared entrance from hall to living room. Featured antiques are a maple kitchen cabinet from the 1906 Scott homestead, as well as a captain's desk and mid-1800s drop-leaf table.

A tour of George Street, Hess Village, Hamilton, followed a delicious luncheon at the "Loyal George". The tea room was one of the older buildings in the village, with appropriately divided windows and door topped by heavy, elaborate hood-moulds and brackets painted brown. The building itself is a modest structure faced in stucco. Two Neo-Gothic double residences with cornice brackets and Neo-Gothic gables were studied, as were several Queen Anne style red brick buildings from late in the nineteenth century. The group was especially interested in the variety of wooden designs on the many

bargeboards and gables, as well as the use of shingles and decorative brick inserts.

The tour of Whitehern, the former McQuesten home on Jackson Street, Hamilton, was appreciated by each member of the group, some from Burford and some from Hamilton, as well as those from Brantford.

Crossed plaid ribbons on the dining room table, swags and centre pieces of greenery, were some of the Christmas decorations noted by the group. Exterior pillars had been wrapped in ribbons and greenery. These pillars outline an impressive front portico. Fluting and Ionic capitals add to their stature. The central door is also a main feature, with wide, paneled door and sidelights divided into small panes, and a rectangular transom overhead. Two storeys of two foot stone walls are broken on the façade by large windows with shutters, arranged in pairs on each side of the door. There is an arched window over a central balcony on the second floor, copied in a simplified doll house on display with other toys in one of the second floor bedrooms.

Interior furnishings are intact, having been willed with the house to the City of Hamilton.

Of interest to the group were the many volumes in the comfortable library, the gilt mirror in the drawing room, the large wardrobes in the bedrooms, and the 1750 secretary in the morning room. Pictures on the walls proclaimed the loyalty of the McQuestens to the British Crown, as well as their interest and involvement with all things maritime. Original chandeliers were a special feature, that in the hall being designed for both gas and electricity.

Eighteen-inch baseboards were noted, as well as plaster cornices with several

elaborate configurations, ceiling medallions and an 1860s coloured glass window lighting the curved stairway.

Five bedrooms and a dressing room flank the large upper hall, while the main floor hall divides library and impressive dining room on the north, drawing room and morning room to the east. The basement has been converted from servants' quarters to a comfortable den. Kitchen and service areas were added to the main storey in the 1930s.

Much was learned about the impressive neo-Classical house rich in stylistic detail by the Conservancy visitors, whose day proved both instructive and enjoyable.

### Annual General Meeting: March 1988.

Alan Scott was elected for a third term as president of the Brant County Branch, Architectural Conservancy of Ontario, at the recent Annual Meeting of the organization. Robert Miss was elected Vice-President, Marion Sheridan second Vice President. Marianne Karkkainen is the new secretary-treasurer, while councillors for 1988 are Harry Feasel, Terry Erickson, George Brusse, Steve Money, Reg Schram and Ken Elliott. The appointed Advisory Board members are Paul Vandervet, Alexandra Johnston, Donald Pettitt, Michael Keefe, Namik and Suzanne Tumerim, and Kenneth Coles.

Audrey Scott was appointed Executive Secretary. Mrs. Scott chaired the meeting, at which minutes and committee reports were received for 1987. Of particular interest was the report on the downtown, with indication of failing commercial return for many of the newer properties, with increased demolition of heritage properties. Currently 40-44 Colborne is threatened. Mention was made of the built-in older style façades in the new

Edmonton Mall and of how the Branch had hoped to use our older downtown structures in a similar fashion.\*

Program for the evening consisted of a slide show of Brant County, highlighting St. George buildings, with the Twinkle-bones façade on the Main Street; Middleport with St. Paul's Anglican Church windows; Christ Church, New Credit, and a number of examples from Mount Pleasant. These included the Biggar-Leslie home with its exceptional windows, the Wilson home with its fieldstone foundation, and the Grantham-Marr house with its mud-packed foundation.

In the Burford area Bethel Stone church with its Classical details was studied, as

well as the McWilliams-Miss home with its marbelized staircase. Derryharny brickwork was commented upon, Paris Plains Church with its cobblestone construction.

\*Ed. Question:

Perhaps to remain in their original location with the street, a mall, before them?

Closer to Brantford "Echo Villa", the home on East Colborne built by Peter Jones in 1851, is a noteworthy example of Classical Revival architecture in the Brantford area. 138 William, the home of Thomas B. Costain, is a designated structure. 70, 74, 84 Dufferin are homes associated with the industrial expansion of the city in the last century. Erie Avenue

is an example of the 'neighbourhood' concept so prevalent in Brantford, with commercial, residential, and close-by industrial complexes. Examples of Greek Revival, Neo-Tudor, and Edwardian residences were studied in this area.

Alexandra Park and Victoria Park are areas of fine churches, and of note is the Courthouse designed by John Turner. Finally, the slide show focused on the downtown, with before and after photographs highlighting both good and bad aspects of restoration or infill.

The evening closed with refreshments provided by Gisella Auclair and Marian Sheridan. Display and sales items were on view for those attending the meeting.

## NORTH WATERLOO REGION

### Annual General Meeting

The Annual General Meeting of the branch was held in June at the Kitchener-Waterloo Granite Club, where we welcomed for dinner Mr. and Mrs. Ken Seiling of Elmira. Ken Seiling, Chairman of Waterloo Region Council, addressed the branch on "Heritage in the Waterloo Region." He pointed out Regional Council's financial support of the Waterloo Region Heritage Foundation and Historic Sites Department, the latter including the Joseph Schneider Haus and Doon Heritage Crossroads. Regional Council also has adopted an official plan recognizing and protecting environmentally sensitive areas. This plan has proven crucial as urban encroachment on rural land in the K-W and Cambridge areas continues at an unprecedented rate.

The Granite Club, at 69 Agnes Street, Kitchener, celebrated its Diamond Jubilee in 1987. For sixty years, the private curling, badminton and social club has provided a recreation focus for business and professional people and their families. In 1927, a number of curlers made possible the purchase of land and construction of a two-storey building on the present site. During the 1930s, public skating was a welcome source of income to offset the expense of artificial ice. In the early 1940s, the Granite formed its Junior Figure Skating Club and rented ice to community skating clubs. For several summers, coach

Otto Gold of Ottawa trained young skaters for national and international competition. One of his trainees was Barbara Ann Scott, winner of a gold medal at the '48 Olympics.

The Granite's association with figure skating clubs ended in 1955, when fire damaged parts of the building. Through the decades, both badminton and curling sections have hosted provincial, national and world competitions and have won national championships. The Granite record of playing in the Brier eight times is unequalled by any Ontario club.

Source of information: *Souvenir Program of the K-W Granite Club Diamond Jubilee 1987*. A contributor to the brochure is Pat Wagner, a director of the Granite Club and member of ACO branch executive.

### Spring House Tour

A spring house tour for branch members featured three nineteenth-century homes, two near St. Agatha and Philipsburg, and one in the village of St. Jacobs.

This fieldstone house, dated in the 1850s, has belonged to Mr. and Mrs. Brian Kroetsch, R.R. 1, St. Agatha, for



The Kroetsch House, R.R. 1 St. Agatha.



the past two years. It is a traditional two-storey farmhouse, typical of those constructed by Pennsylvania-German Menonites in Waterloo County. Some interesting features include transom and side-lights of red coloured glass, six-inch pine plank floors, split lath wall construction, and mortar and fieldstone exterior walls. Presently the owners are repairing and restoring the house. Extensive support work has been undertaken to correct structural problems. Window sills over two feet deep have been removed to allow applications of spray foam insulation to the inside exterior walls. Front and rear porches are being repaired as well. ACO members found this house fascinating to tour, as it showed the benefits of professional consultation and methods in undertaking the challenge of restoring an old house. Good luck to the Kroetsches as they continue their endeavours!



The Jacobstettel Guest House, St. Jacobs.



The Oldenburger Home, R.R. 2 Baden.

This log cabin is the residence of Mr. and Mrs. Walter Oldenburger, R.R. 2, Baden. Built in 1837, the white clapboard-covered log structure served first as a Baptist church, then as a Forester's hall. A small cemetery is adjacent to the side yard. Much renovation and restoration work took the past few years to complete. The removal of the clapboard exterior revealed original pine logs, 5.5 metres by .6 metres deep in excellent condition. Because the

windows were unsuitably high for a family dwelling, the floorboards were removed in sequential order and reassembled at a higher level to allow normal positioning of windows in the kitchen, dining room and living room on the ground floor. A second floor was constructed to provide bedroom space. A staircase, rescued from a home slated for demolition, now provides a focal point with oak risers, cherry spindles and a string moulding embossed

with an arabesque. With rechinked walls and a new roof of cedar shingles, the renovation of the cabin is finished. Congratulations to the Oldenburgers and many interested friends and workmen!

This home was featured in the *Kitchener-Waterloo Record*, April 2, 1988.

The Jacobstettel Guest House, 16 Isabella Street, St. Jacobs, advertises itself as a place "where quiet can still be heard." Located on a treed lot of five acres, the red brick residence was built in 1898 for William Snider, whose father, Elias W. Snider, was a founder of Ontario Hydro and innovator in the process of flour milling. The house had five bedrooms to accommodate the Sniders and four daughters. Two elderly daughters, Misses Winnifred and Lillian, who now live in Kitchener, were invited to join branch members on the tour of the house where they lived until retirement.

In 1981, the house was purchased by a number of shareholders from the area, who decided to renovate it for the purpose of a guest home. Complete renovation of the interior resulted in a reception area and twelve guest rooms, each with an ensuite bathroom. A major endeavour was the creation of six bedrooms in the third floor attic. Each guest room is

named after a notable figure from the area's past. A picture of William Snider shown standing in front of his grand, Victorian house reflects the prosperity of the owner of the Snider Flour Milling Company at the turn of the century.

This home was featured in the *Kitchener-Waterloo Record*, February 16, 1985.

Photos of house taken by branch editor.

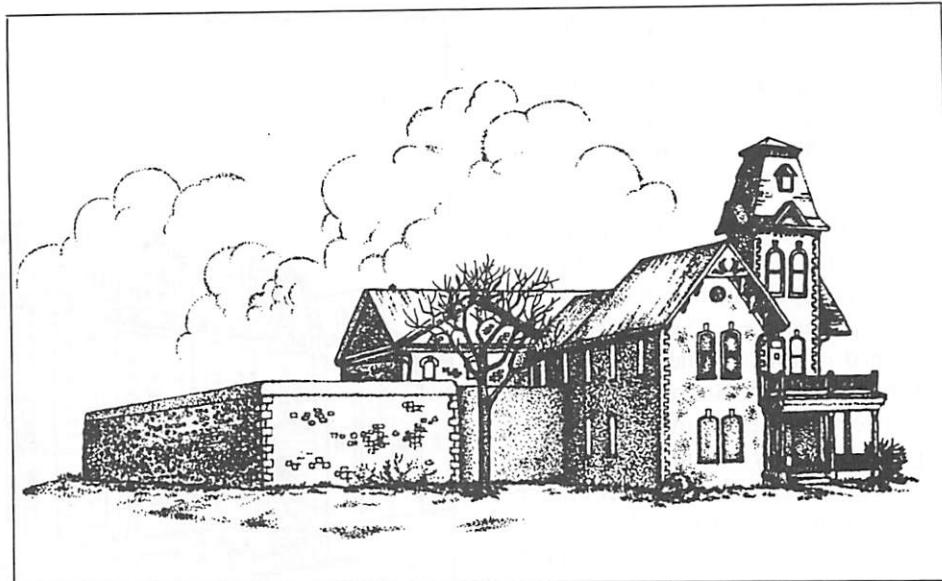
### Speaking of Jails . . .

The Waterloo County Jail and the Governor's House is in the centre of Kitchener, Ontario, and is in the centre of a controversy. For the past ten years, almost from the day that the jail closed in September, 1978, officials at all levels of local government, conservationists, and a concerned public have debated on what the future of the buildings should be.

The past of the buildings is well known. One of the first actions of the Provisional Council of the new County of Waterloo in 1852 was to award a contract for 4,875 pounds to a Brantford firm to build a court house and jail in Berlin (Kitchener). The land, on East Weber Street was donated by Frederick Gaukel, a prosperous hotel owner who had been resident in Berlin for almost twenty years. With great ceremony, the buildings were opened on January 21, 1853, and for 125 years the jail and court house were a symbol of the judicial independence of the County of Waterloo.

According to the Statutes of the time, the area that became Waterloo County and contained the Townships of Waterloo, Woolwich, Wilmot, Wellesley, and North Dumfries, had, previous to 1852, been obliged to settle legal disputes and confine prisoners in a succession of jails and courthouses outside its boundaries.

From 1800 - 1816, as part of the District of York, citizens from the Waterloo area travelled to the town of York (Toronto) to attend the Quarter Sessions of the Peace, the Court of the King's Bench, or the Court of Appeal in the Parliament Buildings where legal cases were tried. The York Jail, located at the site of the present King Edward Hotel, was an unpainted clapboard-over-squared log building, surrounded by a log stockade



Waterloo County Jail and Governor's House, Kitchener. Sketch by Marg. McKegney, Courtesy Arts Now, published by the Waterloo Regional Arts Council.

sixty feet square. Public whippings and hangings took place on the market property nearby.

The legal scene shifted to the new Town of Hamilton from 1816 - 1838, when the District of Gore was created, and the Waterloo area was part of the new district. By statute, "a gaol and courthouse for the said District of Gore shall be erected and built in some fit and convenient place on lot fourteen, in the third concession of the Township of Barton." On four acres of land, donated by George Hamilton, a combined jail and courthouse was built. The first storey of square hewn logs contained the jail, and a second storey of frame, with seats all around the sides, was the courthouse. The jail consisted of four rooms which provided two rooms for general prisoners, one room for debtors, and one room for the jailer together with his wife, three sons, and three boarders. The building was surrounded by a fourteen-foot fence of pointed logs. The first recorded sessions in the District of Gore were held in 1818. Once again floggings and hangings were public spectacles held outside the jail walls. In 1828, a stone courthouse was built on the west side of John Street to replace the log structure.

The District of Wellington was created by Statute in 1838, and it was decided that "a good and sufficient Gaol and Court-house be erected in the Town of Guelph."

Once again the Waterloo area was included in the new district, and although the jail and courthouse in Hamilton was not yet paid for, provision was made to allow the new district to raise 6,000 pounds to pay for the required buildings. The ratepayers were to be assessed to pay the expenses. The contracts for the jail and courthouse were let in 1839, and in 1840, as the jail was ready for use, a proclamation officially set apart the District of Wellington. In 1843, the new courthouse was finished. Described as a stone castle-like structure, the courthouse and jail complex in Guelph, after over 140 years of service, is now being renovated at a cost of \$2.2 million to serve as the County of Wellington's administrative centre. Consisting of the courthouse, jail, and governor's (warden's) house, the recycled buildings, in the heart of the city, will have new jail cells, electronic surveillance, new mechanical and electrical systems, glass enclosed walkways, and offices for court officials.

Conservationists and historians agree that the architectural and historical significance of the Waterloo County Jail and Governor's House justifies their preservation. The jail is a two-storey, well-proportioned building of squared field-stone, with stone and brick trim, together with a large yard enclosed by a high stone wall. The Governor's, or Warden's House, dated about 1877, is a good example of

mid-Victorian Italianate design, constructed of red and yellow brick and featuring a tower with a mansard roof and dormer windows. The original Courthouse was razed in 1968 and replaced by a modern building.

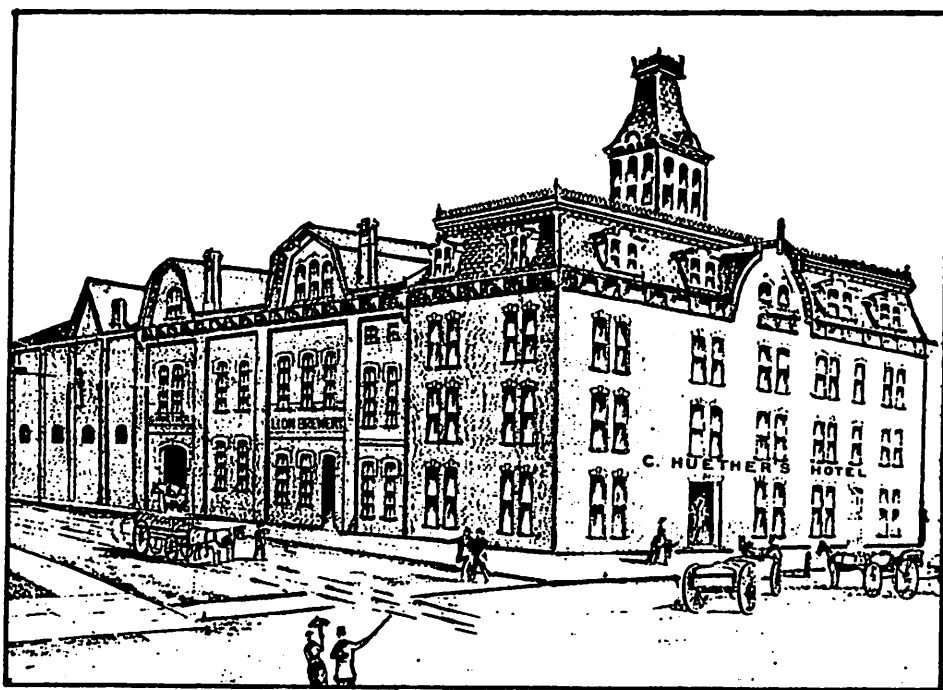
The City of Kitchener saved the Jail and Governor's House from destruction in 1980 by supporting their designation as historical structures. This decision was confirmed in 1981 by the Ontario Conservation Review Board following a challenge by the Region of Waterloo. The Region, as owners and inheritors of both the Waterloo County buildings and responsibility for their historical continuity, has been forced to revise its decision to demolish the buildings and create one more parking lot in downtown Kitchener. Proposals for conversion of the buildings to a restaurant, a Regional Archives, or court office space have been examined by the Region and rejected. The debate continues, and the buildings are empty and unused except for the activities of enthusiastic archaeological students.

As in the case of the Guelph courthouse complex, only a commitment by the Region of Waterloo for restoration and renovation will save the Waterloo County Jail and Governor's House. Secured by great effort and cost by the early inhabitants of the area, and directly linked to the establishment of Waterloo County in 1852, the buildings are standing symbols of the County's past. As such they deserve some place in the Region of Waterloo's future.

Pat McKegney is a local writer and President of the branch. Her daughter, Margaret, has exhibited locally and in the Toronto area.

Article and sketch are reproduced with permission of the Waterloo Regional Arts Council, Kitchener, Ontario. They are featured in the Council's publication *Arts Now*, August-September '88.

Our branch enjoyed a dinner meeting at the Huether Hotel in Waterloo and a tour of the Lion Brewery. Margaret Goodbody, President of Heritage Cambridge, joined us for the occasion. Bernard and Sonia Adlys, along with their family, have restored the hotel (formerly the Kent), located at 59 King St. North, to much of



Huether Hotel, later the Kent and the Lion Brewery, King Street, North Waterloo. Courtesy Joye Krauel.

its original grandeur. This tremendous task involved tearing off plaster, sanding floors, removing a false, angelstone front requiring also sandblasting the brick exterior. In 1984, the hotel received a civic award for improvements; this spring, it received historical designation. The Adlys family have also researched the history of the building and have mounted photographs and memorabilia on original, stone walls of the dining room.

The history of the hotel dates back to 1842, when Wilhelm Rebscher bought the land and erected a small inn and brewery.

After his death, Adam Huether and family, recent German immigrants, purchased the business and expanded the brewery, renaming it the Lion Brewery. A son, Christopher Huether, owned the brewery and Huether Hotel until his death in 1898. During these four decades, Huether had beer delivered in four horse-drawn wagons throughout Waterloo and Perth counties. In 1899, the business was sold to the Kuntz family, also brewers in the community. Article on David Kuntz, brewer, and Labatt's Kuntz House is in *ACORN*, XII.1, pp. 10-11.

Once again the Lion Brewery is operational. Ale and lager are brewed in the original cavern with walls and arched ceiling of fieldstone. The stainless steel vats of this microbrewery produce a product which flows from vat to tap at 0°C.

#### Celebration of the Joseph Schneider Haus extension

"Food and Architecture" was the topic of a slide presentation given by Susan Burke, curator of the Joseph Schneider Haus, Kitchener. Our branch held its March meeting in the new cultural and educational extension of this nineteenth-century Mennonite farmhouse. During the fund-raising campaign, the branch donated \$1,000 to the new facility.



Lion Brewery logo.



Slides showed farm and domestic operations of conservative Mennonites in Pennsylvania and Waterloo County to illustrate areas of a house and outbuildings used in processing, preserving, and/or preparing food. In a kitchen of the mid 1800s, racks above a cookstove suspended candles and bunches of herbs, and supported trays of schnitz. Other areas of the house were also utilitarian: the pantry for storing bowls of food on the shelves and bins of flour on the floor; the attic for drying herbs, flowers and vegetables; and the cool, ventilated basement for bulk storage of fruits and vegetables.

Most farms in Waterloo County had such traditional additions or outbuildings as a summer kitchen, wash house, spring house, smokehouse, bakehouse, schnitz-house or combination building. Because



## Joseph Schneider Haus

Logo of the Joseph Schneider House, Kitchener.

technology changed farming operations, many outbuildings were demolished or left to deteriorate. The staff of the Joseph Schneider Haus are currently researching outbuildings as part of a long-range project, the reconstruction of four outbuildings as part of the Schneider farm. Susan Burke would appreciate receiving

information on the location of farm outbuildings for inventory purposes. Write to her at the Joseph Schneider Haus, 466 Queen St. South, Kitchener N2G 1W7, or phone 1-(519)-742-7752. Can you help?

Photo of the extension under construction (summer of '87) is in ACORN XII.3, p. 13.

## LONDON REGION

### Branch News

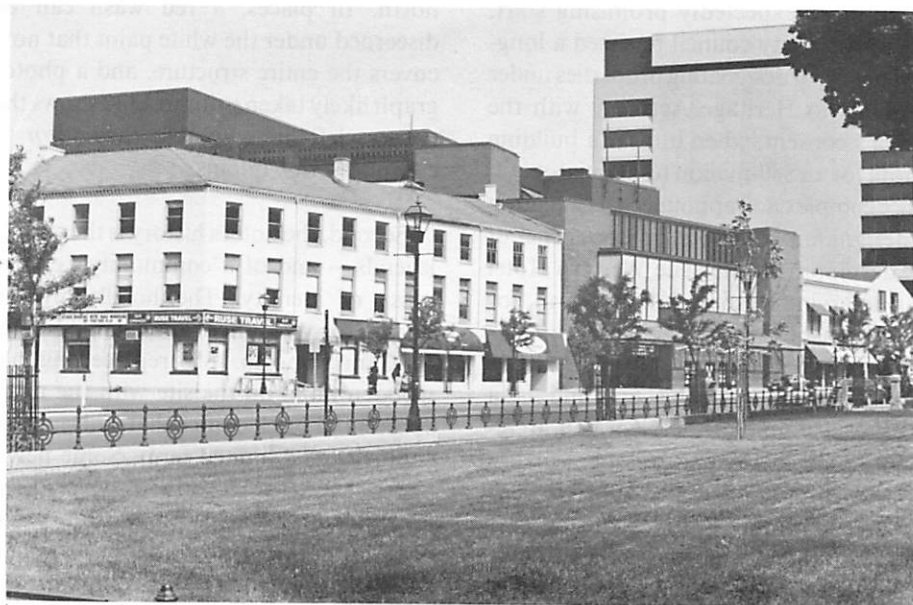
This spring has been a busy, not to say frantic, time for members of the London branch. Some of the activity, especially that connected with branch functions, has been pleasant and rewarding; some, mainly that demanded by the developers' ongoing threats to prized heritage structures, has been frustrating and disappointing.

On the plus side, we were pleased to host this year's General Meeting. The local organizing committee (chairman Ian McKillop was assisted by Julia Beck, Netta Brandon, Bill Hitchins, Howard Pulver, and Jeannette Veal) deserves congratulations for its successful efforts. An informative series of branch meetings was fittingly concluded in May by Stephen Otto's talk on his revision of Arthur Eric's *No Mean City* and our annual June walk, coordinated by Michael Baker and Blanche Jarman, also promised to be interesting. A city-sponsored "London Reunion," marking the 50th anniversary of the last "Old Boy's Reunion," was scheduled for July; as the A.C.O.'s contribution to this celebration, branch president Herb Craig has been working with Nancy MacFarlane

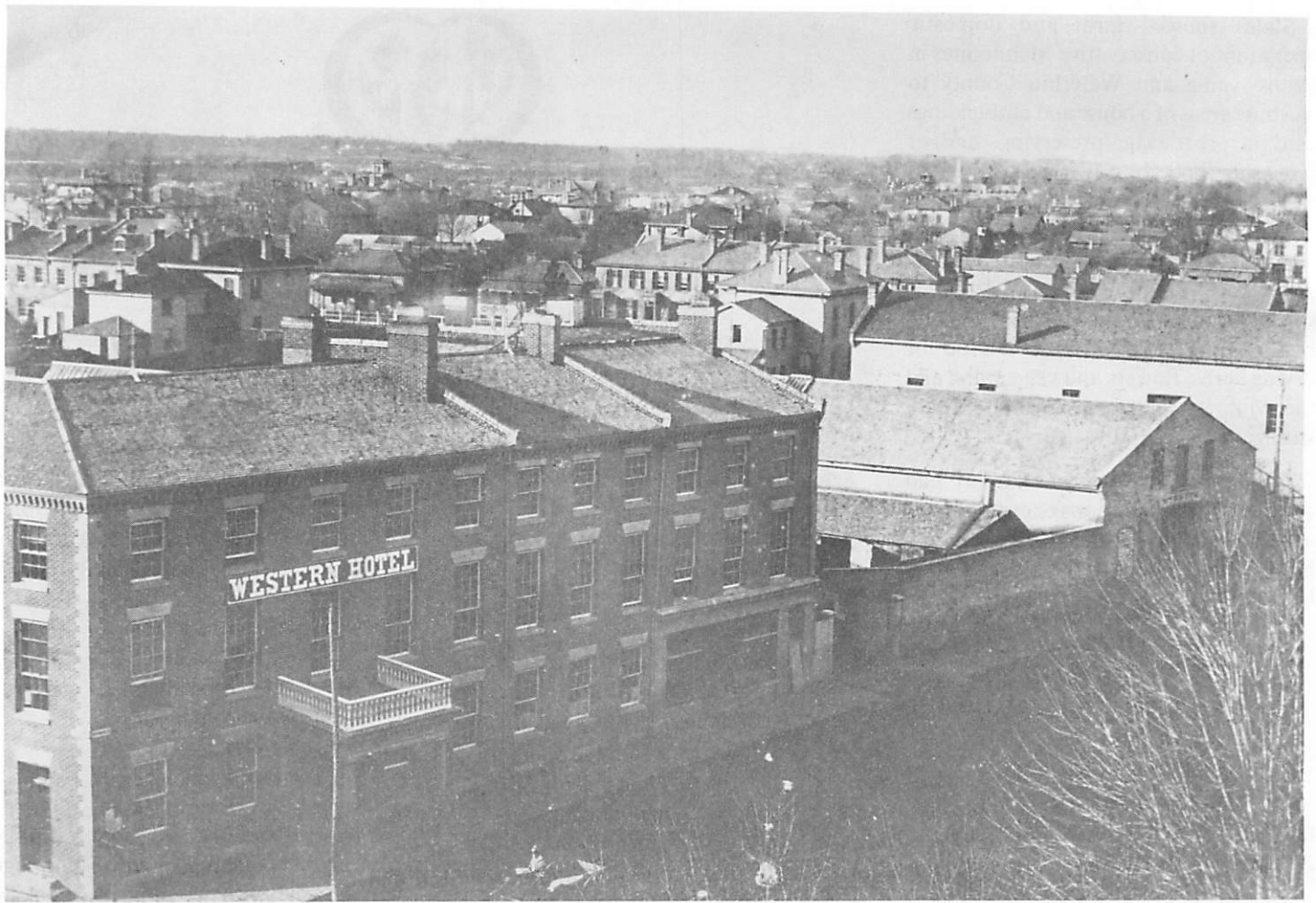
on a brochure outlining a tour of architectural landmarks. He has to some extent been handicapped, however, by uncertainty as to which architectural landmarks will still be in place by the time the brochure is printed.

Two developers, Cambridge Leaseholds Ltd. and Old Oak Investment Inc., have each applied recently for what amounts to

permission to destroy an important historical streetscape in London: Cambridge wants to demolish the Talbot Street block (described in an earlier *ACORN* submission), and Old Oak wants to tear down the building that historically-minded citizens refer to as the Western Hotel. In relation to the Western Hotel, at least, we preservationists seem to have lost the battle.



The Western Hotel, the Grand Theatre and old carriage builder's premises, seen from St. Paul's churchyard.



The Western Hotel, a period photograph, reproduced by Hi Noon.

### The Western Hotel

The fight to save the Western Hotel got off to an unexpectedly promising start. On April 18 city council reversed a long-held policy, of designating properties under the Ontario Heritage Act only with the owner's consent, when it froze a building permit for an \$80-million residential-retail-office complex and announced its intention to designate an old hotel on one corner of the development site. The Western Hotel was deserving of such radical action, for several reasons.

The first is that the building is a pleasant example of the Georgian architecture that characterized early London and has now almost disappeared. The original Richmond Street façade was probably a simple, symmetrical composition, three storeys high, divided into five bays, with a central portico and a cornice

decorated with corbelled brickwork. Later expansions extended the building to the north. In places, a red wash can be discerned under the white paint that now covers the entire structure, and a photograph likely taken prior to 1880 shows the corners left bare, so that they *seem* to comprise brick quoins.

Second, the hotel's history is the stuff of legends — and of a community's elusive sense of identity. The hotel's original proprietor was a Scotsman named Peter McCann, who in 1853 replaced his old wooden hotel on the site with the more substantial brick edifice that still survives — albeit for a limited term. Some newspaper excerpts recently discovered by local historian Dan Brock show that McCann aspired towards providing a very distinguished establishment. An advertisement dated October 4, 1853

assures patrons that McCann's tables will be "provided with the best Joints, and with every delicacy which the seasons and the markets will afford," that his "spacious" bar-room is "fitted up in the most respectable style" and "supplied with the choicest Wines and other Liquors." Five weeks later McCann was writing to the papers to clear his hotel from earlier reports that a fatal fight had occurred between two men of differing "religious or party" views who were drinking there. It seems that the hotel premises were given over to an equally morbid but more sober activity at the time: an inquest over the body of a child found in the churchyard across the street. Despite McCann's eagerness to disassociate his "house" from unseemly feuds, the Western Hotel (as it was called already by 1856) was to become closely linked with the area's most famous "religious or party" controversy: that



surrounding the Donnellys of Lucan who were murdered by neighbouring vigilantes, on a winter night in 1880.

A long-standing feud between two competing Exeter - London stagecoach lines, one run by the Donnellys and one by the Flanagans, resulted in tragedy on July 2, 1875 when a wheel fell off the Flanagan coach as it was racing the Donnelly coach to London. Through skilful driving, Michael Donnelly avoided hitting the fallen Flanagan driver, named Brooks, but Brooks fared less well from his own horses, and he died soon after being driven to his customary stop at the Western Hotel. Donnelly was accused, by a Flanagan, of loosening the wheel when the coaches had stopped at Birr. Although the inquest judged the death "accidental," then hotel-proprietor William Smythe seems to have sided with the accusers. Playwright James Reaney, who recreates the broken-wheel episode in his trilogy on the Donnellys, says, "It may have been after this event that the Donnellys moved their destination from the Western Hotel to the City Hotel." The Donnellys had become so unpopular with Smythe that "an immense crowd of persons gathered" on April 15, 1876 to witness the quarrel between them when Donnelly merely tried to pick up a trunk left on Smythe's premises. The Western Hotel is a reminder that the Donnelly tragedy involved London as well as Lucan.

A final reason for saving the Western Hotel has to do with its location. Sitting at an angle in London's main north-south thoroughfare, the building serves as an attractive focal point for anyone travelling north, and it provides a fitting introduction to the buildings that come into view as one moves closer. To the right, St. Paul's Church (designed by William Thomas, and built in the 1840s) sits in the middle of its own spacious lawns. Beyond them one can see the old synod buildings and, on the left, the low, wide gable of what once formed a carriage-builder's premises. When the Grand Theatre, next-door to the Western Hotel, was given a face-lift a few years ago, the architects were careful to make the new façade sympathetic to the streetscape of which it was a part, and they won awards for their efforts. As it is now, this part of Richmond Street retains

the scale and something of the atmosphere of mid-nineteenth-century London. It won't for long.

Members of the Board of Control started back-pedalling the day after Council's milestone decision favouring history over development. On April 25, the Planning Committee recommended to Council that it reverse its decision to designate the property; owing partly to the fact that a few pro-development councillors were absent, the majority vote in favour of rescinding the decision fell short of the necessary two-thirds. On May 24, another motion to reconsider the designation came before the Planning Committee: when it came up before Council for the last time, on May 30, both sides had a full house present, and the vote was 14-5 against designation.

The minority in favour of designation included such influential voices as those of the mayor and the present and past chairmen of the Planning Committee – a fact which makes the determination of the opposing forces the more noteworthy. Some of the arguments against designating the building permit that was blocked on April 18 was a renewal of one that had already been granted and had lapsed. It was felt by some councillors that calling "HERITAGE!" at the eleventh hour wasn't fair to a developer who had already had site plans approved by the city planning department, though others pointed out that the building has an historical plaque on its façade, that its importance is mentioned in two city publications, and that all attempts to discuss the building with the developer had been strongly repulsed. For those of us biting our nails in the gallery, however, a number of the arguments put forth against designation were downright maddening. A number of councillors supported their decision mainly with an appeal to their own taste: they'd gone and looked at the building (never having noticed it before), and judged it "not original," "not exciting," "not a head-turner." A main problem, it seemed, was that it didn't possess High Victorian showiness.

Even more annoying, for members of the A.C.O., was the use made of a report made by architect Christopher Borgal, whom our branch had hired as a consul-

tant. In an objective, comprehensive description of the building, Borgal observed that much of the original interior had been destroyed by successive renovations over the past century, but that the street elevations remained in generally good condition and retained much of their historical character. He concluded by stressing the importance of the hotel in relation to its site, asserting that "the space in front of St. Paul's Cathedral is . . . of immense importance to the urban context of the City and is the equal of any such square in Canada – including the Georgian city hall square in Halifax, "and pointing out that "the qualitative 'feel' of this important urban space would be lost . . . if the scale and rhythm presented by the façade of the Western Hotel is lost and replaced by a monolithic modern structure." Borgal's report is careful in its accuracy and subtle in its balancing of arguments for and against the preservation of the building. But both the care and the subtlety were lost on a surprising number of council members, who, confident in their blatant misreadings, used Borgal's criticisms on their own to bolster the cause of demolition.

While the Western Hotel controversy provided grounds for questioning both the taste and the ability to read of many of our elected representatives, it was encouraging to note that almost all of the council members felt obligated to insist on their love for heritage buildings. We are still hoping that some of this largely latent enthusiasm will find its way into votes some day – perhaps in relation to the Talbot Street block. At a critical planning committee meeting on May 23, Cambridge Leaseholds lawyer John Judson argued against the practicality and desirability of retaining the Victorian buildings. The Talbot Coalition, including A.C.O. members, countered with a series of speeches emphasizing the advantages of keeping the block in terms of both principles of urban planning and economic considerations. This approach seemed more convincing than arguments based solely on architectural and historical concerns, with the result that Cambridge and the Talbot Coalition were instructed to try to work out some kind of a compromise. We're still trying.

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## GENERAL CONSERVANCY NEWS

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### **A Review of The Architectural Conservancy of Ontario Inc.**

#### **Its Structure, Its Activities, Its Future.**

A comprehensive report has been prepared by Julia M. Beck after exhaustive study of the ACO and its structure and activities with recommendations for its future. This will be discussed at Council in early November 1988 after review by Council members. The document includes some eighty pages of in-depth reporting of findings and constructive criticism resulting in helpful suggestions to increase the effectiveness of the organization in the conservation field. Accompanied by the coordination of responses in table form to a special questionnaire initiated by Julia Beck, the study goes on to make specific recommendations intended to strengthen the organization at both Council and Branch level as well as their interrelationship.

Sections of the report deal with the history of the organization, its objectives and structure, the Council, Advisory Board, membership and finance, publications, head office operations, all contained beneath the central umbrella plus the equally, if not more important activities and responsibilities of the Branches. The report goes on to study the interaction of Council and Branches.

Another major aspect reported on concerns the relation of the ACO with other organizations involved in the heritage conservation movement particularly those in Ontario and including government arms, as well as Heritage Canada, plus a comparison with pertinent heritage groups elsewhere in the world. The report continues with a discussion of possibilities for cooperation with other like-minded organizations plus a plea for bolstering the heritage conservation movement by increasing the educational role of the ACO, using demonstration projects in building conservation, and increasing ACO membership to help spread its influence and consolidate its notably weak financial base.

The conclusions are particularly interesting but must be reserved for a future issue of Acorn when these have been fully discussed and finally enhanced and distilled to become the statement of future policy and the program for the ensuing decade.

This study and report were undertaken with financial assistance from the Ministry of Culture and Communications in engaging Julia M. Beck as intern under the direction of the Program Development Committee of the A.C.O., chaired by Roy B. Turner.

### **Peterborough**

In our note of the panel discussion in the last issue of Acorn regarding Cox's Terrace we neglected to mention the contribution of Jon Hobbs, Peterborough architect interested in architectural conservation, who had also taken part in the presentation of the case at City Hall previously.

Among other projects of conservation interest Jon Hobbs was also engaged for the restoration of the Pagoda Bridge, a delightful late nineteenth century landscape structure located in Jackson's Park. The project involves extensive research and detailed record and measurement of what must be, basically, largely a reconstruction of the original for the bridge has been allowed to deteriorate sadly over the years and has been subjected not only to vandalism, but the equally telling wear of piecemeal patching. Citizens banded together to save this special structure and are close to the goal of paying for it. Contributions to

Preserve the Pagoda Committee  
c/o City Hall,  
500 George St. N.,  
Peterborough, Ontario  
K9H 3R9

however, would be much appreciated.

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## OUR RAILWAY HERITAGE, PART I

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### **Railroad Track Abandonment: Some Opportunities**

The decline in numerous railroad operations around the province of Ontario has resulted in many issues and arguments surrounding the disposition of the physical remnants of this surprisingly rich cultural legacy. Stations and bridges are probably the most easily identifiable features in our landscapes. Railroad stations in particular have served not only as significant heritage and community landmarks but also as

inevitable battlegrounds for those who have sought their preservation.

Of no less significance in the Ontario landscape are the hundreds and thousands of kilometres of track and rights-of-way that are also disappearing as the railroad companies seek to rationalize and economize their operations. How to preserve and use these alignments as they fall to abandonment is certainly an issue that needs to be addressed in a comprehensive and co-ordinated way. Recent public con-

cern about the future of the former line from Brantford to Cambridge, as well as a short stretch of former Toronto, Hamilton and Buffalo line through Cootes Paradise from Dundas to West Hamilton, has highlighted a variety of issues: What should they be used for? Who should own and maintain these former rights-of-way? and inevitably - Who pays?

Answers, of course, tend to be found elsewhere. Britain certainly provides a rich source. The dramatic and drastic

closure of numerous railway lines during the 1960s, mostly in rural and hence under-populated areas, resulted in a variety of preservation schemes, adaptive re-uses and so on. Steam preservation societies quickly took advantage of redundant locomotives, stations and track. Those light industrial manufacturers in proximity to a railway line often took advantage of relatively inexpensive land for expansion. Some former alignments served as new road alignments for by-passes around small, "congested", rural villages. But for many these curvilinear patterns in the landscape served as ready-made pathways. Municipalities and amenity organisations seized the opportunity by developing a variety of pedestrian, cyclist and nature trails, many with interpretative devices.

Here in Ontario we have just as many opportunities to use and explore these redundant travelways. In a country and a province where the railroads effected such tremendous changes in people's lives it would be a pity to lose this material legacy. Certainly in some areas former

track alignments have been assessed for other purposes. Ontario Hydro has in the past considered these as having potential for the location of new electrical transmission lines.

For those people who have grown accustomed to viewing the Ontario landscape through the windshield, from the road, redundant railroad tracks afford an opportunity to get into the landscape and view it from within. With the exception of some tortuous alignments in Northern Ontario and around the Niagara Escarpment, the lumpy landscape of Ontario has been sliced by numerous straight railroad lines. Uncompromising alignments, like a biological dissection, parade a series of diverse landscape units: fields, farms, woodlots, wetlands, river valleys and so on.

Those lines that are now redundant, at least for the purposes of railroad operation, still possess considerable potential for re-use and enjoyment by the walking public. Not only are there opportunities to view

rural and urban landscapes from a new angle but also to enjoy the floral and faunal attributes of these areas which are surprisingly rich and varied. The attraction of these linear elements appears endless, whether to hikers, birders, naturalists, railroad buffs, or anybody simply interested in their surroundings.

Perhaps the time is right to encourage the railroad companies, the Canadian Transport Commission, conservation authorities, the provincial government and local municipalities to initiate a scheme of public acquisition, protection, enhancement and adaptive re-use of these important pathways. Properly maintained and cared for they have the capability to introduce Ontario residents to a new way of exploring their environment. A trail system of provincial proportions with sensitively designed and located interpretative centres, parking, and camp sites would add an exciting and enjoyable dimension to the conservation of a significant heritage resource.

David Cuming



Grand Trunk Station, Belleville, 1850s with mansard-roofed addition of the 1880s, being refurbished for continuing use. Photo by G. Miramontes, May, 1988.



Prince Edward County's railway heritage: Bloomfield ticket depot, c. 1900. Photo by G. Miramontes, May, 1988.

### The Fate of the Old GWR

When pioneer forms of transportation gave way to steam locomotion in the nineteenth century, businessmen in Preston, Hespeler and Galt were not slow to recognize the importance of attracting a rail line to their communities. According to Jim Quantrell in his Cambridge Reporter column, *At the Archives*:

For a few heady months in the late 1840s, it appeared that the main line of the Great Western Railway Co. (GWR) would run through Galt, thus assuring the village of future prosperity. When the hope failed to materialize, a group of Galt businessmen, late in 1850 and early in 1851, approached the GWR with a proposal. The Galt men offered

to purchase \$25,000 worth of GWR stock if the company would build and operate a branch line from Hamilton to Galt. The company agreed and construction was slated to begin in 1852. The main line of the GWR opened in 1854 and the Galt branch line officially opened August 21, 1855.



Great Western Railway overpass on the Glen Morris Road (6th Concession) near Branchton, Ontario. The culvert alongside integrated into the main structure creates a particularly notable design.  
Photo by David Emberly, 1988

The tracks laid originally for the branch line, like England's Great Western Railway, used the broad gauge, wider than that in common usage, and a third rail had to be added to take the standard gauge trains. The unused outer rail was removed in 1870, some twenty-two years before the broad gauge was finally abandoned in Britain.

Underpasses and bridges were often demanded when rights-of-way were negotiated with landowners. Many still stand, huge masonry structures of the highest quality, bridging roads and streams as in the remarkable example illustrated, or abandoned in the middle of a farmer's field like misplaced Roman ruins.

With the decline of the age of rail, the Hamilton-Galt line, by then part of the Canadian National Railways system, went the way of many others and shut down in 1959. The tracks were removed in 1987 but the fate of the right-of-way is as yet undecided. It is one of three in the province being promoted as a possible hiking trail. The Galt-Branchton section of the line is exceptionally beautiful, lying in the valley of a large till moraine. It follows Alder Creek through wetlands teeming with wildlife and rolling hills dotted with nine-

teenth century houses. Ideal for a pedestrian corridor certainly, but adjacent landowners are concerned that it will become a motorcycle corridor. How to have one without the other is the problem to be resolved.

Ed Note:

This is construction probably under the direction of Henry Yates of Brantford, the builder of Wynarden, noted in Acorn XIII-I.



G.W.R. overpass near Branchton, Ontario:  
Detail of stonework showing tooled margins of stone archway and bush-hammered arch soffit contrasted with the bold quarry-faced blocks of the facing and wing walls. (This may well have been executed under the direction of Henry Yates (1820-1896) who built Wynarden in Brantford. See reference p. 22 Acorn XIII-I). Photo by David Emberly, 1988.



## The Grand Trunk Railway through Berlin (Kitchener)

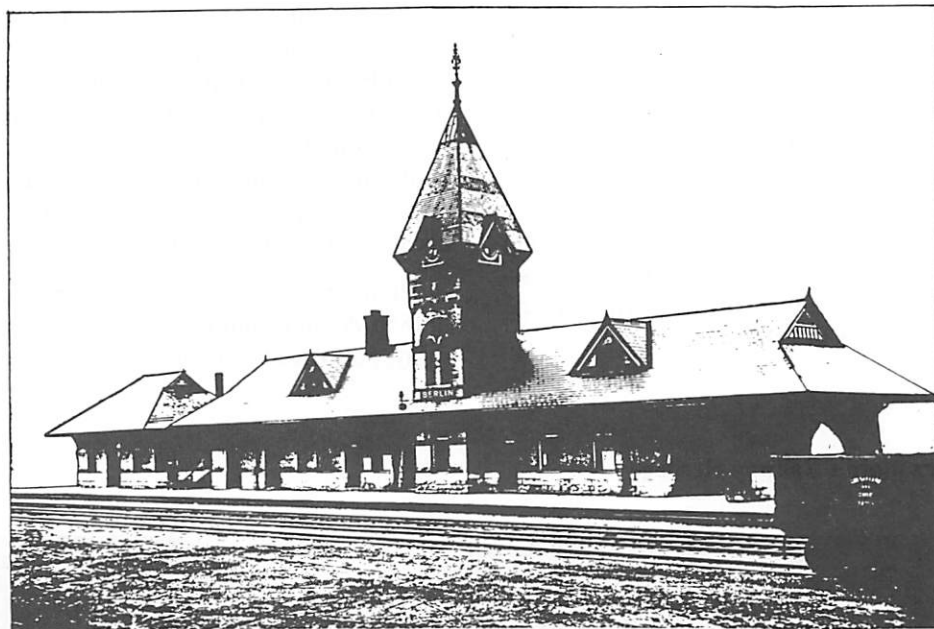
When the Grand Trunk Railway built a new station in Berlin in 1897, a magnificent tower complete with an elaborate spire rose high above the roof ridge. It was unique in Ontario, and when it was removed in 1967 because of structural deterioration, the station proper remained in its original state. However, the tower was missed by Kitchener residents, as they had regarded it as the most outstanding landmark in the city. The dominant feature of the station is its series of graceful arches. The gracious entrance of the portecochère continues in each set of windows and fan transom over the front entrance. Wooden brackets supporting the eaves extend to an ornamental brick ledge, which runs even between each window.

It was the engineering firm of Sir Casimir S. Gzowski\* and Company which built the Berlin station, the same firm that constructed the Grand Trunk line between Toronto and Sarnia 1852-1857. To honour this great Canadian, Kitchener gave the name Gzowski Lane to the railway yard adjacent to the station, and Gzowski Park to recreational land along Westmount Road beside the CN overpass.

On May 14, 1856, the first train came into Berlin; by July, there were four daily passenger trains — two from Stratford and two from Toronto. The average travelling time from Toronto to Berlin was three and a quarter hours, which included stops at Weston, Malton, Brampton, Georgetown, Acton, Rockwood, Guelph and Shantz Station. The G.T.R. frequently ran special day trips from Niagara Falls or Toronto to Berlin for a day's enjoyment in Victoria Park. (Article on Victoria Park in ACORN, XII.3, 12-13)

### Connections . . .

Before a railway line was built from Berlin to Elmira in 1872, a stagecoach service operated between the two communities. Long before daylight, the stage would collect mail and passengers at the villages of Glen Allen, Yalton, Floradale and Elmira. To meet the early morning train in Berlin, the stage would arrive with its coach full of travellers. In the evening,



Platform view of the Grand Trunk Depot, Berlin (Kitchener) before 1914.

after the arrival of the last train, the return trip was made.

Train time was a busy time at the Berlin station. Livery wagons lined up waiting to taxi passengers to the local hotels, and a horse-drawn streetcar also met the trains. In winter, sleigh runners replaced wheels, so that conveyances could operate on snowy and slushy streets.

In 1876, the G.T.R. ran a line between Galt and Elmira, passing through Kitchener. The train became known as "The Dutch Mail" because of the European element in the area. It was a popular line and despite its unorthodox habits and standards, made money for the railway. Train schedules weren't of essence to the crews of "The Dutch Mail." If the ball game looked exciting in the park in Galt, an unscheduled stop would be made. Passengers also knew that they could be picked up along the track. It was said that it wasn't uncommon for the engineer to stop his train, so that he could talk to a farmer about his crops. Tension and tranquillizers were unknown to that breed of man!

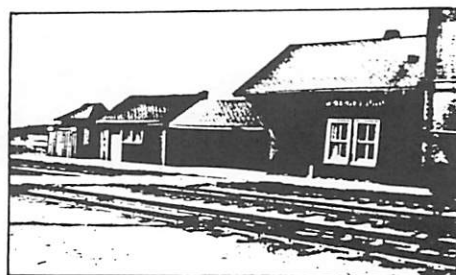
The romance of the railway seemed to depart when "The Dutch Mail" curtailed operations; the local train through Kitchener remains a memory for a few old

railroaders. Passenger service to Elmira was discontinued several years ago, although freight service continues. The handsome, red brick station in Kitchener reminds passengers today of the grand era of the railway as they wait to board a Via Rail train serving the Waterloo Region-Toronto corridor.

\* Sir Casimir Gzowski, in his earlier career, had been involved with the construction of the St. Marys Junction station on the Grand Trunk western extension, that station following the design of Peto, Brassey and Betts, the original builders of the main G.T.R. line between Toronto and Montreal.

### The Petersburg Station

The Petersburg station, built in 1856 on the Grand Trunk line west of Berlin, played an important and versatile role in this farming community. It was more than just a place to catch a train; it was a



The CN (G.T.R.) Station at Petersburg.

place to catch up on local gossip, discuss crops with neighbours, or while away a warm summer evening. In the shelter of the station platform while relaxing on an oak bench, one could watch sleek passenger trains streaking through to Stratford and Sarnia. One also became acquainted with train crews of the "Long East" or the "Mad Dog" or the "Roustabout" — all local freights which made daily stops in Petersburg.

The station was moved to Doon Heritage Crossroads when the C.N. closed it in 1968. Oliver "Happy" Engel and his wife, Martha, were invited to remain with the station at its new location and act as guides to the thousands of visitors each year. This couple were Petersburg's station agents for more than twenty-five years.

The interior of the station is the same as in 1856. A comforting fire still burns in the shiny, pot-bellied stove on cool days. The

walls of the waiting room are tacked with enticing travel posters and tidbits of information; the smell of kerosene, coal smoke and wicker suitcases can still be detected — all of which make up that unique aroma of old rural stations.

The articles above were researched and written by Joye Krauel. Information from The Grace Schmidt Room, Kitchener Public Library. Photos reproduced with permission of same.

## Brantford's Railway Heritage



Brantford's main station, a Grand Trunk design of the early twentieth century, on a recent winter's night.

Courtesy of The Expositor, Wayne Roper, Chief Photographer.

Some Ontario cities were on the way to greatness when the railway age began. Some achieved greatness because of the railway. Some lost their potential for growth because they were less important in the eyes of the railway promoters than to their own citizens. The railway bypassed them, and they withered and died, and are now best known through such titles as *Ghost Towns of Ontario*.

Brantford was on its way to greatness when the railways were spreading their tentacles. The Great Western Railway was planned to connect Niagara to the burgeoning American West. Many routes were considered, but the general configuration was to be a linking of Hamilton, London, and Windsor.

It didn't really occur to the leaders of Brantford that their city would not be smack dab in the middle of this growth, and receive all the benefits of ready access to markets and supplies. Brantford was already a prosperous community and felt that the railway builders would have to defy logic if they were to leave Brantford off the route.

At the time, it was common practice for communities to offer incentives to railways to make certain that they would be included on the line. Brantford, however, saw no reason to make great offers. The city felt that its inclusion on the route was a logical necessity.

An astute reading of their own history might have been a good idea. The Governor's Road had been built earlier right past Brantford, as it moved westward from Dundas to London. Too late for Brantford, it was learned that the Great Western would do the same thing.

Brantford was bypassed: now came the humiliation of not being on the mail line. On December thirty-first, 1853, the Great Western opened between Hamilton and London, running a bit north of Brantford.

Then, on November first, 1956, the Buffalo and Lake Huron opened between Fort Erie and Paris, a few miles northwest of Brantford, and right through Brantford. Brantford had its railway line! Service to Hamilton and Toronto was awkward, because the traveller (and the freight!) had to go away from the destination cities, and

be transferred at Paris Junction. The Buffalo and Lake Huron eventually reached the latter lake at Goderich on June twenty-eighth, 1858. Brantford was at the centre of the line, and received the shops of the new line.

Canada was growing as a nation, and the Buffalo and Lake Huron did not provide the east-west routing consistent with the growth patterns of the new nation. (Perhaps if free trade had then been a factor, Brantford would have become more important, because Buffalo would have attracted more Canadian commerce.) As things developed, however, the line did not produce the traffic to rival that of the Great Western. An interesting aside must be noted in connection with the Buffalo and Lake Huron. The Brantford shops, in 1859, produced the world's first sleeping car, to the design of one Thomas Burnley. Unfortunately, no one thought to get a patent, and hence the sleeping car ultimately came to be known by the name of the American, George Pullman.

Brantford interests pushed the Brantford, Tillsonburg, and Port Burwell, a line which never saw great prosperity. In 1871, it is recorded that the Harrisburg and Brantford, a seven mile line, was proposed, to be built by the Great Western. The new line was to connect with the Great Western at Harrisburg, and the Brantford, Tillsonburg, and Port Burwell at Brantford. With this in place, the people of Brantford could avoid the westerly diversion by way of Paris, and get a closer connection to Hamilton and Toronto. Then, in 1905, the Great Western line was connected to the Harrisburg and Brantford line more directly with a short section of new track to Lynden, on the main line. Finally, Brantford was on the mail line. The earlier route through Harrisburg was discontinued, as was a portion of the Harrisburg and Brantford, and the new main line coming westward left the old one just west of Lynden, swung southwesterly to Brantford, following the Buffalo and Lake Huron to Paris Junction, where it rejoined the old alignment. The old main line was discontinued west of Harrisburg, eliminating two very costly bridges, the one at St. George which had been the scene of a disastrous wreck in February, 1889, and

one across the Grand River north of Paris. It also gave the modern Canadian National a few unwanted grades and curves which the old lines did not have.

The Canadian Pacific, not to be outshone by the predecessors of the Canadian National, was involved in two lines which served Brantford. In cooperation with the New York Central, it built the Toronto, Hamilton and Buffalo, which came up the hill from Hamilton to Brantford and on the Waterford, where it joined the New York Central line. Within the past forty years, it was possible to use this unlikely combination to travel from Brantford to any place that the already present lines reached and a few other small towns as well.

Canadian Pacific's second involvement in the Brantford scene occurred in the twentieth century. Electric lines were growing rapidly, and Canadian Pacific built a subsidiary Lake Erie and Northern line which joined its older subsidiary, the Grand River Railway, at Galt (Cambridge), through Paris, Brantford, Waterford, and Simcoe, reaching Lake Erie at Port Dover.

Other electric lines serving Brantford were the Hamilton and Brantford Electric Railway and the Grand Valley Railway.

Architecturally, what do we receive from the railways? One of Brantford's finest homes was *Wynarden*, or *Yates Castle*. Henry Yates was a power behind the Buffalo, Brantford, and Lake Huron. Just as Sir Allan MacNab had built *Dundurn Castle* in Hamilton to watch over his Great Western Railway, so also Henry Yates built *Wynarden* to watch over the Buffalo, Brantford, and Lake Huron.

Facing *Wynarden* was the main centre of the Buffalo, Brantford and Lake Huron. Here were found the shops and the station as well as the yards. In 1988, the yards are still there, now used for train assembly by the Canadian National. When that section of track became the main line of the Grand Trunk, a new station was built, about 1905. It is still in use today. It may be, in fact, one of the busiest stations left in North America for a community of its size. Most days of the week, there are sixteen trains stopping at Brantford's station for passengers. The building itself



is an aesthetically pleasing and quite exciting structure of Railway Romanesque brick construction.\*

From the street side, the freight room is on the left, with the passenger building on the right, the two joined by a continuous tiled roof over both buildings and the twenty or so feet of open area between. At the right front corner is a stylish porte-cochère through which one enters the main waiting room, a full three stories in height.

Behind the porte-cochère is a semi-circular apse whose peak attains the same tiled roofline as the main waiting room. Behind the apse is a five storey flat-roofed tower, with, on one corner, a corbelled extension of semi-octagonal configuration extending only from the top floor level to the roof.

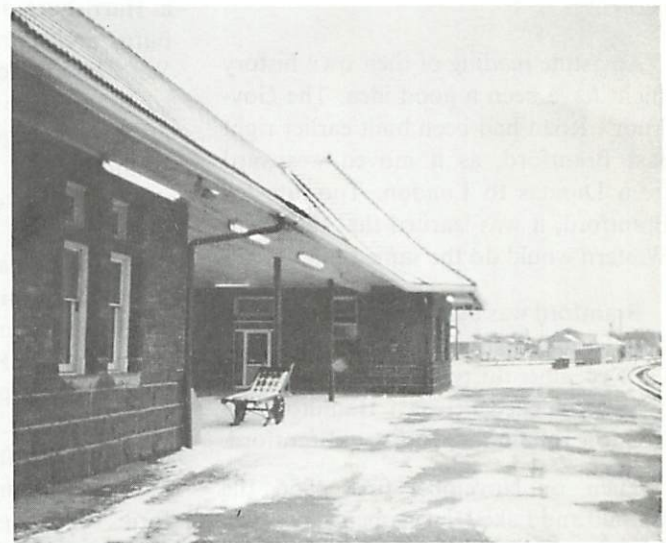
The lowest level of the roof continues around both buildings, being a true roof over the freight house and the open space, but only a bracketed shelter-roof around

the station itself, permitting windows to pierce the brick walls above it at three different levels.

The track side presents a delightful little room, with its railway bay window projecting and wrapping around a corner in a semi-octagonal shape with a fully octagonal roof having an oriental bowed slope.

Ed Note:

A print of an architectural drawing with the image of the tower pasted over it, once hung in the Mohawk Inn near Campbellville. Its origin and present whereabouts are unknown.



Details of the Brantford G.T.R. Station

Top left: Signalman's bay.

Lower left: Bold bows and outreaching overhangs.

Top right: Contrasting forms and textures on the entrance side.

Lower right: The freight room wing connected by the roof canopy.

Photographs by Audrey Scott



The brick portion of the building rises from a rusticated stone foundation which is as high as the window sills of the main floor. In the octagonal bay section, the stonework goes right up to the roof line. The same stone is used for the window and door surrounds of the entire edifice.

The future of Brantford's other extant station is less rosy. The Toronto, Hamilton, and Buffalo station at South Market Street and Erie Avenue was long ago disowned by its parent. Its future looked fairly secure when it was used for a while as a first-rate restaurant and watering hole, but a fire several years ago burned the roof. Years of all-weather damage continue to dim its prospects for return to a useful role. It is, however, so well built that it is still not beyond restoration if a viable use — and lots of money — can be found.

The Brantford, Tillsonburg, and Port Burwell along with the Harrisburg and Brantford, shared a station in the neighbourhood of Clarence and Wharfe Streets. There is no trace of it. The Hamilton and Brantford and the Lake Erie and Northern electric lines shared a unique station on the Lorne Bridge which links the main section of Brantford with West Brant. This station, with a waiting room on the top floor, was entered from the bridge itself, with the platform and track below on another level. It too is long gone.

In many communities, railways, with their noise and dirt, have tended to create slums. It is interesting that the modern main line of the Canadian National runs between two of Brantford's finest residential streets, Ava Road, the locale of a few mansions, and Paris Road, a fine, but less pretentious, address. At one time, there were a couple of private estates on Ava Road, with the Canadian National at their front door and the Lake Erie and Northern at the back.

As we see the modern process of "rationalization" of the rail industry, we who are interested in heritage preservation should consider the designation as heritage properties of abandoned railway lines to prevent their loss from the public domain. Railways, like buildings, are a part of the "built environment," and, as such, are part of our history. A few faint voices

have been raised, by hiking and nature enthusiasts mostly, urging the saving of these "paths" for new uses by the public, as the railways discontinue service on them.

Brant County has had many rail lines built and later abandoned. The original main line of the Great Western, abandoned when the main line diversion through Brantford opened in 1905, would have made a great hiking trail. The Great Western line from Lynden to Galt (Cambridge) was only recently closed, and there is great discussion current as to its conversion to a hiking trail, although the tone of newspaper accounts suggests that it will revert to adjacent landowners, and thus fall out of the public domain. There are at least seven other heritage lines in the county which will probably go the same way, largely due to the stand taken by local politicians in favor of individual property owners and against heritage preservation and the interest of the public at large except when the former consent voluntarily to let the public interest override their "property rights," which is a relatively infrequent occurrence.

It is well known that the various rail lines discussed went through many reorganizations and name changes. However, in the interest of simplicity, an effort has been made to use one name only for each line. Except for the Hamilton and Brantford which ceased operations in 1931, the Grand Valley Railway which quit in 1929, and the previously mentioned Canadian Pacific interests, all eventually came under the Canadian National mantle.

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Photo, courtesy The Brantford Expositor:  
CNR STATION by Wayne Roper

#### The C.P.R. Station, London

In the present London climate, where we are constantly fighting to preserve favourite heritage buildings, and often coming out losers, the fate of the old C.P.R. station seems like an oasis in the desert. The property on which the station stands has been sold to Decade Developments, which plans to preserve the station and use it as the focal point of a retail and office complex.

The station was apparently designed by Boston architect Bruce Price around 1887, when the Canadian Pacific Railway first pushed through London. It was built a few years later, probably around 1892; meanwhile, a house on Pall Mall Street served as station. During the late 1880s, Price was hired by the CPR to design such monumental buildings as the chateau style Windsor Station in Montreal (1888) and Chateau Frontenac in Quebec City (1890). For the smaller local station in London, however, Price abandoned the chateau style, elsewhere in Ontario used for small stations as well as large, in favor of the less pretentious Tudor Revival style. The London station still has something of a monumental character, reflected in the heftiness of the arched braces supporting the eaves and the long unbroken expanse of the shingled roof, but its half-timbering, small-paned windows, and low scale are more reminiscent of an old English cottage than a French castle. This effect is enhanced by its present



CPR Station, London.

rather pastoral setting. Bob Siskind, president of Decade Developments, reports that the company is going to try to save some of the large trees in front of the station. We hope it succeeds, not only because the green space provides a welcome relief there from a long stretch of brick and concrete, but also because the pastoral setting forms an essential complement to the station's country cottage character.

### Bridges

Christopher Andreae, president of Historical Research Limited, points out that there are several very interesting bridges in the area, including one with a king post truss that goes over the tracks between Hyde Park and Lobo, and one with a pin-connected Pratt truss south-east of Hyde Park, carrying Sarnia Gravel Road over the CPR tracks. The former was probably erected around 1905, though

the simple king post truss goes back to medieval times. The Pratt truss bridge probably dates from the opening of the CPR tracks in 1887; the Pratt truss, in which vertical members acting in compression alternate with diagonal members acting in tension, was the most common type used at the time.

Andreae notes that the position of the Sarnia gravel Road Bridge has some interesting sociological implications. In order to cross the bridge, the road is forced to make a stiff right angle turn at both ends. Andreae sees this as evidence of the autocratic attitude of the railroad companies, which assumed that other interests could be sacrificed to their own efficiency. Paradoxically, the result is a bridge that still inspires a sense of courteous friendliness in a day when drivers more frequently find their tempers rising at traffic impediments. Since only one lane of traffic can cross the bridge at a time, drivers wait their turn at either end of the bridge, waving at other drivers to settle whose turn it is to go next, and often passing on a nod or a smile along the way.



King post truss bridge over the railway near London. Photo by C.A. Andreae.



Pin-connected Pratt truss bridge over the C.P.R. line south-east of Hyde Park near London.

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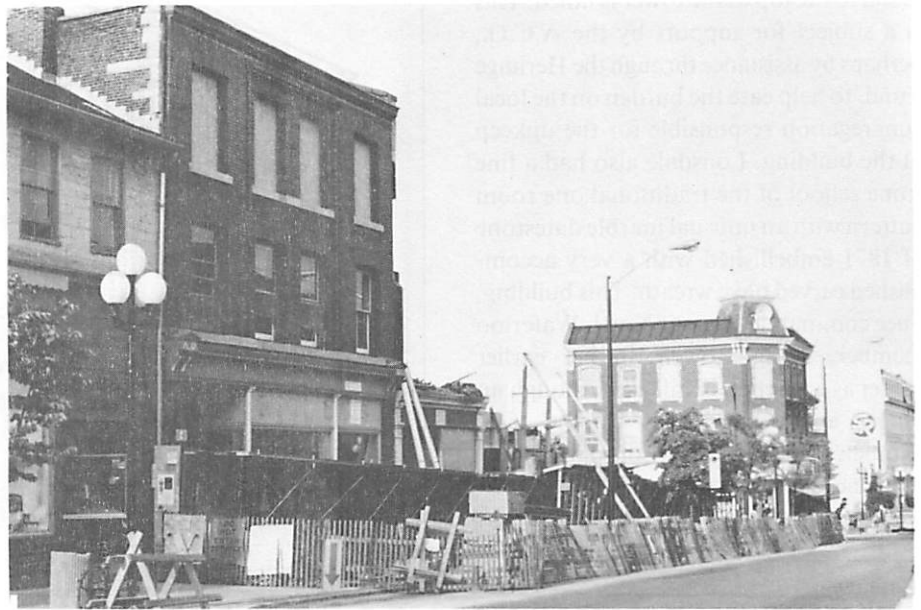
## AROUND AND ABOUT ONTARIO

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### Kingston

The tragic burning by vandals of the Lines House, relocated at some expense by a group dedicated to its preservation, is a sad reflection upon the current state of the Canadian psyche - if such a psyche should be called Canadian. It seems old buildings are particularly susceptible to such treatment. Their potential as a pyrotechnic display seems to appeal to a particularly evil turn of mind, definitely sadist in character when considering its effect. It is sad that the malefactors are so seldom brought to justice.

The recent unlawful demolition of heritage structures in this same city, the legislative cradle of the conservation movement, is beyond belief. Arrogant, unpardonable, selfish are too polite words to describe it. Let justice be done in this case as a demonstration of our seriousness in conserving our heritage, accompanied by a sufficiently stiff penalty to deter such wanton acts in future.



Princess Street at King, Kingston

A developer demolished two structures designated for their streetscape value, following the removal of one beyond, not designated, after the buildings were damaged, but not irreparably, by fire.

Photo by G. Miramontes, 4 June, 1988.

### Kitchener, Victoria School

The City of Kitchener which has been most supportive of the residents' efforts to retain the school took a bold step in June and proposed to the school board that the council buy Victoria School for \$1.5 million, do the necessary repairs at a cost of \$1.9 million and develop a community centre and lease back a number of classrooms to the board for a ten year lease at \$200,000. per year. Also in June the Kitchener LACAC recommended to council that the school receive a heritage designation. This was passed by council. But late in June, the board decided not to accept the city's offer to purchase the school. The trustees voted to close the school effective September 1989, but still continue the sale negotiations with the city.

In July residents opposed to the closing of Victoria School asked Education Minister Chris Ward to review the school board's decision to close the school. While

all this was taking place designation was moving ahead. The advertisements of the intent to designate had been appearing in the Kitchener-Waterloo Record and so far the board had not objected. The blow came on August 7th when the board decided to seek a demolition permit for the seventy-seven year old building for several reasons:

- too costly to maintain the designated areas such as the slate roof
- possible changes in the Heritage Act that could tighten up the provisions concerning demolition
- limit the number of possible buyers for the school
- the permit application "starts the clock ticking", the 180 day delay allows time for a "white knight" to appear to try to save the school.

The mayor of Kitchener, Dom Cardillo, stated the city could seek a court order as a "last resort" to stop the Waterloo County board from getting a demolition permit

for Victoria School. The board's reasons for requesting a demolition permit are, to force a buyer, such as the city, to act quickly or to stop Kitchener from giving the school an historic designation.

I shall report further developments as they happen.

Marg Rowell

### Lonsdale

The tragedy of Switzerville, referred to later, where the church long standing vacant and disused could not be made available for other uses considered compatible, should not be allowed to befall the even more notable and historic stone church of 1867 at Lonsdale, the lilac capital of Southern Ontario. Crowning a knoll on the north side of the village the church has been maintained generally in excellent condition, the interior a particular delight to view through the clear panes of the original much-divided sash. Soft ochre walls and the old pews are

there, and so are the box stoves. There is, however, some need for conservation for the masonry needs repointing, particularly on the east wall, a clapboard has come off the vestibule and the delicate bell-shaped fascia to the top of the tower is holed. This is a subject for support by the A.C.O., perhaps by assistance through the Heritage Fund, to help ease the burden on the local congregation responsible for the upkeep of the building. Lonsdale also had a fine stone school of the traditional one room pattern with an unusual marble datestone of 1871 embellished with a very accomplished carved olive wreath. This building, once commanded by our North Waterloo member, Marg Rowell, in her earlier career as a teacher, is still used, though no longer as a school but by the local Women's Institute. In Lonsdale, hope, like lilac, springs eternal.

### Napanee

Good news from the county town of Lennox and Addington: work is to start on the conservation of the Grand Trunk Station, very much threatened with demolition in recent years. This is one of the original Peto, Brassey and Betts stations, the typical pattern with round-arched openings and low pitched roof with broad overhangs and end chimneys, very much of the Italianate.

It is stated by Jill Taylor of Jedd Jones, Architect, Ltd., in charge of the project, that the station, built in 1854 and one of the earliest on the Toronto/Montreal line, appears to have had windows rather than openings with doors to platform level. The latter form occurs in St. Marys Junction Station, the least changed of any following the original pattern, but a copy of this in reality, for it was a few years later and by another contractor.

### Port Hope

Branch news has highlighted development, or rather conservation, there and it is amazing what information turns up in the course of investigation of old buildings undergoing treatment. In the 1845 Gillett Building at the corner of Walton and Queen Streets, for instance, take the "stomachers," the small sash inserted in the wide frieze band of the cornice to



Sketch of 1845 Gillett Block at corner of Walton and Queen Streets to c. 1880, basis of the current restoration. The "stomachers" are the small slit windows in the upper entablature

By PJS/CRA. Courtesy Robin Long

relieve that massive Greek Revival architectural feature crowning the top of the building. These narrow strip windows were false and "looked" into a blank board backing. The sash had been set in backwards, that is with the putty to the inside, as sometimes occurs in sidelights and transoms at entrances. But it was clear that the glass had been backpainted a dark green originally for vestiges of paint still cling to old glass surviving and the putty was so painted, the paint smeared over the wood of the sash. This was intended to create the impression of glazed windows, a ruse imperceptible from the real effect, certainly from street level or any distance, for the glass surface would be highly reflective. (Remember the successful deceptions of false fanlights in gables and over entrances painted a dark slate grey to resemble glass, the muntins usually white so that you should take it for a glazed light). But the trouble with the Gillett Building was that it did not seem to work and the paint fell off, to be replaced by painting of dark green to the face which destroyed the effect continued by repainting until recently the glass started reappearing. Restoration will include

backpainting of glass again to recreate the original effect.

### St. Marys

More joyful news of stations: maybe the tide has turned. The Town of St. Marys made an agreement with Via Rail to acquire the station and assume responsibility for its maintenance, providing a ticket sales office and waiting area for passengers. The Town has its Recreation Office there too and rents some space for private business.

St. Marys station of 1907 is the third generation of Grand Trunk stations after the original design, the second generation represented by Strathroy, Ingersoll and Niagara Falls, and has a kinship with Cobourg and Brantford. The St. Marys station has four trains each way each day, being on the London/Toronto main line. Jill Taylor of Jedd Jones, Architect Ltd., was in charge of this conservation project. We understand that the original public spaces have been restored to their Edwardian splendour while the fine brickwork of the exterior has weathered the



last eight decades virtually intact. The cedar shingle has been restored to its decorative bell-cast roof.

The official opening was to be on the 26 September, 1988. The project was supported by the Ministry of Transportation, Ministry of Culture and Communication and Via Rail.

The future of the St. Marys Junction Station, meanwhile, hangs in the balance, awaiting further consideration of its future, yet desperately in need of conservation right now.

### St. Thomas

The magnificent two-storey station building shown on the cover, at the hub of the Canada Southern enterprise, is a truly remarkable structure, not only for its size, but for the articulation of its façades. The Canada Southern interests, which controlled the shortest route from Niagara Falls to Windsor, were taken over by the Michigan Central to be absorbed by the New York Central and succeeded by Penn/Central and finally Conrail before being purchased jointly by CN and CP two years ago. The station building once had a protective roof to shelter the platform and entrance sides. Nearby the Canada Southern shops of contemporary and later date survive, now being used for other than railway purposes. The future of the station, really a monument of its kind, may still be uncertain. St. Thomas was once the hub of no less than five railroads.

### Switzerville

The charming brick church, constructed in 1892 at Switzerville, a hamlet marked by this monument, a former school and a cluster of houses just north-east of Napanee, (you may remember passing under the Switzerville Road which crosses 401 between the Palace Road exit to Newburgh and Napanee and the Camden Road interchange) is coming down. A pity perhaps, for it was remarkable in several ways, not the least for its dominance of the Switzerville corner, but also for its onion-domed tower and pleasant architectural form in red brick. Another notable detail was the treatment of the obtuse angles of the semi-octagonal apse where brick corners were set in vertical alignment to create a recess to the return



St. Mary's Junction Grand Trunk Station c. 1857 to the original design by Peto, Brassey and Betts executed by a successor contractor in charge of the western extension. PJS Photo, February 1981.

alongside. (Shades of Port Hope's Walton Street intersections). The graveyard has some especially interesting early markers of elegant traditional shape beautifully lettered. What is even more fascinating is that the earlier wooden church which once graced the site was removed, its frame becoming the structure of a barn on a farm now owned by our hard working former campaign chairman, Kenneth Clarke, on the outskirts of Newburgh (Rogues' Hollow).

### Vernonville

Whether or not our message about St. Andrew's Church in this community bore fruit, or whether local pride naturally took over, we are pleased to report that the church has been painted; a new coat of white has added a sparkle to this charming landmark. The "clock" still reads half-past two. (See also Acorn XIII-1 pp. 19-20).

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## POT-POURRI

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### Celebrating the 20th Anniversary of the Canadian Architect Awards of Excellence

The magazine, *The Canadian Architect* celebrates the 20th anniversary of the award program for architectural design. The awards are given to projects in the design stage and have not started construction prior to 30 September, 1988. The entries are being judged on the 6th and 9th of October, the winners to be notified in writing the following week. It will be interesting to note how many schemes submitted involve the sympathetic re-use of older buildings as a component, and whether any manifestations of façadism, Toronto style, will be represented.

## APT

The Association for Preservation Technology, APT for short, is holding its 20th Anniversary celebration and conference, 5th to 8th October, 1988 in Boston, Massachusetts. Some forty-five papers are to be presented including three themes, Preservation Technology: The Preservation Profession and Preservation's Challenge: and Cultural Landscapes. A Founder's Luncheon will be held on the 7th of October. Guided tours of Charlestown Navy Yard and a day-trip to the Lowell National Historic Park are being arranged.

## The Ontario Heritage Foundation:

It seems several organizations and programs are celebrating 20th anniversaries this year. The Ontario Heritage Foundation was founded in 1968, a year after the Canadian Centennial, and to be followed in 1975 by the Ontario Heritage Act when the Archaeological and Historic Sites Board (founded in 1953) joined to form a "new", and broader based, Ontario Heritage Foundation.

Now *Heritage Dimensions* arrives as a quarterly newsletter to celebrate this 20th anniversary with Volume 1, Issue 1, Summer 1988, containing a number of

interesting items to do with the Foundation's activities, programs and support of conservation throughout the Province.

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## COMING EVENTS

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**Be sure to mark your calendar for the annual general meeting which will be held in Toronto on April 27 and 28, 1989. There will be limited billeting available. If interested, contact: Ann Hughson at the A.C.O. office at 10 Adelaide St. East, Toronto, Ontario, M5C 1J3. Phone: 416-367-8075.**

## Icomos Canada's Fourth Annual Congress

To be held 25, 26 and 27 November, 1988 at the Elizabeth Bruyère Centre, 43 rue Bruyère, Ottawa K1N 5C8.

The theme of the conference is "Sacred Heritage" particularly opportune as the President, Jacques Dalibard, notes in reference to many recent articles in *Momentum*, the publication of the English-speaking Committee. It would seem equally appropriate to concerns we have noted too.

The conference will include presentations by noted speakers and practitioners in building and landscape conservation, as well as workshops and guided tours, one of the last to the Rideau Street Convent Chapel re-assembled at the National Gallery, which for an additional fee of \$12.00 includes admission to the rest of the gallery. The registration fee for the conference is now \$100.00.

For further information write to:

ICOMOS Canada  
P.O. Box 737, Station B.,  
OTTAWA, Ontario. K1P 5R4

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## STOP PRESS

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KINGSTON, the cradle of Ontario's heritage legislation, witnessed, at a City Council meeting held on 4 October 1988, the smothering of the infant heritage movement in its crib, curiously, if conveniently, with the aid of a blanket of principles provided by an up and coming conservationist. With a vote of ten to five the death was pronounced, the LACAC's recommendation dismissed and the heritage conservation movement set back immeasurably, the Ontario Heritage Act made to look like a goat and not even scape at that!

A little background is perhaps helpful here. A property on the northwest corner of Princess and King Streets in downtown Kingston's core shopping area had been assembled and included four commercial

buildings representative of the city's downtown evolution. The corner was vacant and previously had a service station which had replaced a separate structure many years before. LACAC, apparently anticipating a bid for drastic redevelopment of the site decided to recommend designation of the three buildings facing Princess Street, or the interior of the parcel, curiously leaving the fourth, the outer buttress against the open corner as it were, out of the scheme. (This subsequently provided the key to the disaster). Designation, supported by council, proceeded despite objections by the owner and a Conservation Review Board hearing confirmed this as an appropriate action. The westernmost building, to the inside of the block, was a turn-of-the-century brick refronting of an earlier stone building, the

second a narrow building with an accomplished façade with a broad Edwardian bay window framed by an arch to the second floor and a shallow Scotch bay dormer to the mansard roof, the third a low two-storey front in local limestone with simple though handsome articulation of the earlier historic period. The fourth undesignated structure neatly balanced the first and strangely was the more elaborate, again a not undistinguished design in turn-of-the-century brickwork, obviously a refronting to an earlier stone structure whose end wall was still visible. Why this was left out of the group is hard to fathom, for this was where Kingston's historical fabric began to unravel.

Enter another owner in negotiations for the property, during which period a

serious fire occurred gutting the two buildings in the centre of the block of four and damaging the adjoining structures by smoke and water. Arson was at one time suspected but accident and faulty electrical equipment were blamed. A report prepared on behalf of the Ontario Historical Society stated that the fire-damaged structures could be repaired and restored. A local architect still had drawings of those he had renovated but a few years before so that ample evidence existed. LACAC insisted that the fire-damaged buildings be restored and the council supported them. The owner objected, needless to say, using the unreasonable expense of such an operation as the excuse.

Then the owner sought and obtained a demolition permit for the one building on the site not designated and part of Kingston's character started tumbling down. Demolition proceeded with great rapidity and two of the designated structures were ripped apart before the destruction was halted. The LACAC recommended to council that the designated structures be reconstructed to their former appearance, the local architect responsible for their previous renovation stating that this was by no means impossible. The

owner objected, citing the usual arguments of high cost, limited opportunity for redemption of equity; in other words there was less chance of the usual financial "killing" offered by Ontario's smaller communities.

Finally from the wild blue yonder came a conservationist in disguise who suggested the neat blanket of principles, principally as guidelines to infilling within a heritage area situation where sites are vacant, which very neatly wrapped up the situation. Laudable though these might have been in any other case, here the context was different in that ample evidence did exist for reconstruction of the designated buildings which had been destroyed quite wantonly and apparently without any remorse whatsoever. (Kingston's reconstruction of the portico to its City Hall in 1967 after all could hardly be termed a "sham".) But the interpretation of such principles also adds a caution needing consideration, namely that their generality and open-endedness is an insufficient sieve to secure the right response. Both questions of scale related to adjoining older buildings, the loss of the vitality, variety and character of the streetscape they replaced and the dubious historicity of

their vocabulary of detail shouts shame on Kingston. It might even cause a good Post-Modernist to frown.

Asked for support in standing by the intent of the Heritage Act authorities concerned simply responded with the typical letter of obfuscation. Now it seems the case brought against the developer lacks strength; the City council backing down can win on the technicality of demolition without a permit, see a fine imposed, and the developer won't even smart. So it is perhaps not amazing what can be accomplished when David joins Goliath, especially when a conservationist inadvertently becomes a developer's pawn: checkmate, the game's over. In the meantime another firm is trying to take over; at least local unpopularity seems to have served a purpose. For 6,000 signatures to a petition to have the designated buildings reconstructed in a city of less than 60,000 souls is an important demonstration of public opinion: the ten voting against the proposal might well take note as municipal elections approach.

With regret - goodbye Kingston and - farewell Heritage Act: *c'est la mort!*

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